

November 10, 2022

AMENDED DEFECT INFORMATION REPORT (EQUIPMENT)

1. Component Controlling Corporation:

Toyota Motor North America, Inc. ["TMNA"]
6565 Headquarters Drive, Plano, TX 75024

Component Manufacturer:

TOKAI RIKA CO., LTD.
3-260 Toyota, Oguchi-cho, Niwa-gun, Aichi 480-0195
0587-95-5211

Country of Origin: Japan

2. Identification of Affected Equipment:

The items of equipment involved are Front Seat Belt Assemblies manufactured for service parts for certain Toyota and Lexus vehicles.

Part Name	Part Number	Date of Manufacture
BELT ASSY, FR SEAT, OUTER RH	73210-24171 73210-48130	May 17, 2022 through September 5, 2022
BELT ASSY, FR SEAT, OUTER LH	73220-24131 73220-33331 73220-42221 73220-47051 73220-48040 73220-48052 73220-48110	

- NOTE: (1) The production ranges are estimated based on the available information received from the supplier. Not all equipment produced in this range were sold in the U.S.
- (2) This issue only involves certain front seat belt assemblies that were manufactured at a specific supplier during a certain period. The involved front seat belt assemblies are the only assemblies that may have been distributed as service replacement parts.

3. Total Number of Equipment Potentially Involved:

Total: 93. However, an investigation is on-going to determine whether a portion of these remain under control in Toyota's U.S. inventory and have not been distributed to dealers.

4. Percentage of Equipment Estimated to Actually Contain the Defect:

Based on the supplier inspection result of 16,815 affected torsion shafts and front seat belt assemblies produced for multiple vehicle manufacturers, it is estimated that approximately 0.1% of the affected parts could have been manufactured incorrectly. However, as the NHTSA manufacturer portal requires an integer value be entered, Toyota has entered the value "1" in response to this question in the portal. For the purpose of this report, "1" means "0.1%".

5. Description of Problem:

The subject front seat belt assemblies are service parts designed for certain Toyota and Lexus models containing a seat belt retractor with a force-limiter function using a torsion shaft, which helps control the loads on the occupant applied by the shoulder belt after the seat belt retractor locks up during a crash. During a specific production period at a supplier, the torsion shaft may have been manufactured incorrectly. In this condition, the force-limiter may not operate as designed, allowing the seat belt to extend further than intended after locking. This can increase the amount of forward displacement of the occupant, increasing the risk of an injury in the event of a crash severe enough to activate a force-limiter.

6. Chronology of Principal Events:

Mid-September – End of October 2022

On September 13, 2022, the seat belt supplier informed Toyota that some seat belt assemblies had been assembled with an incorrectly manufactured torsion shaft. The supplier had begun investigating why the torsion shafts were incorrectly manufactured. Once the investigation concluded, the supplier informed Toyota that contaminants were found inside of a forging die, preventing the die from being fully shut during the forging process and temporarily creating the incorrect shape at one end of a torsion shaft. Additionally, the investigation revealed that a monitoring sensor also failed for a certain period, causing the torsion shafts with an incorrect shape to be used for the seat belt assembly.

As a part of the investigation, the supplier conducted CAE analysis and bench testing to find out the effect of an incorrectly manufactured torsion shafts using the contained parts. This analysis and bench testing concluded that the incorrectly manufactured torsion shaft can cause the force-limiter function to not operate properly, allowing the shoulder belt to extend further than intended after the seat belt retractor locks up.

The supplier provided a list of the affected parts and the records of shipments to Toyota. Based on these records, Toyota conducted its own investigation in order to identify if affected seat belts have been shipped to the U.S. market. Toyota then started inspecting the service replacement parts inventory in an effort to contain the potentially affected parts and to determine whether service replacement parts that may contain the defect were distributed to dealers. There are 93 potentially affected parts, and an investigation is on-going to determine whether a portion of these remain under control in Toyota's U.S. inventory and have not been distributed to dealers.

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Based on the results of the above investigation, Toyota decided to conduct a voluntary safety recall.

As of October 31, 2022, based on a diligent review of records, Toyota's best engineering judgment is that there are no Toyota Field Technical Reports and no warranty claims that have been received from U.S. sources that relate to this condition and which were considered in the decision to submit this report.

7. Description of Corrective Repair Action:

Toyota is working with dealers to identify vehicles that may have been equipped with the involved components. If any vehicles are identified, dealers will inspect the front seat belt assembly, and, if necessary, will replace it with a part that contains the correct torsion shaft at no cost to owners.

Reimbursement Plan for pre-notification remedies

The Toyota Limited Warranty for Parts and Accessories is applicable to the involved service parts. Therefore, any repairs would have been provided at no cost under Toyota's Warranty.

8. Recall Schedule:

Notifications to identified owners of the affected service parts will occur by January 9, 2023. A copy of the draft owner notification will be submitted as soon as it is available.

9. Distributor/Dealer Notification Schedule:

Notifications to distributors/dealers will be sent on November 10, 2022. Copies of dealer communications will be submitted as they are issued.

10. Manufacturer's Campaign Number:

Toyota / Lexus: 22TH01 / 22LH01