

July 21, 2022

## NONCOMPLIANCE INFORMATION REPORT

1. Vehicle Manufacturer Name:

Toyota Motor Manufacturing, Baja California, Inc. ["TMMBC"]  
Carretera Libre Tijuana Tecate 33143 El Realito, 22550 Tijuana, B.C., Mexico

Affiliated U.S. Sales Company

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

Manufacturer of the Back Panel Sub Assembly:

Toyota Auto Body Company, California, Inc. ["TABC"]  
6375 N Paramount Blvd, Long Beach, California 90805, United States  
Phone: +1-562-984-3305

2. Identification of Involved Vehicles and Affected Components:

Based on production records, we have determined the involved vehicle population to be the vehicles listed in the table below.

Make/Car Line	Model Year	Manufacturer	Production Period
Toyota / Tacoma	2022 - 2023	TMMBC	October 21, 2021 through May 28, 2022

Applicability	Part Number	Part Name	Component Description
Toyota / Tacoma	64109-04140	REINFORCEMENT SUB-ASSY, CAB BACK LWR	Back cab reinforcement sub-assembly
	64101-04301	PANEL SUB-ASSY, UPR BACK	Back panel sub- assembly (Power)
	64101-04311	PANEL SUB-ASSY, UPR BACK	Back panel sub- assembly (Manual)

Note: (1) Although the involved vehicles are within the above production period range, not all vehicles in this range were sold in the U.S.

(2) Only vehicles in the above production range may have been equipped with upper child seat anchors that may not have been welded sufficiently due to a specific production issue and are involved in this recall.

3. Total Number of Vehicles Involved:

Total: 75,316

4. Percentage of Vehicles Estimated to Actually Experience Noncompliance:

Toyota estimates that approximately 5% of the involved vehicles contain one or more insufficient spot-welds. Whether the involved vehicles that contain insufficient spot-weld(s) will result in the noncompliance described in Section 5 is dependent on the specific condition of the insufficient welds and the number of them present in each vehicle.

5. Description of Noncompliance:

The second-row seats of the subject vehicles contain upper child seat anchors that are welded to the rear seat back panel assembly and that are used to secure the top tether of a forward-facing child seat. Due to a change in the manufacturing process, there is a possibility that one or more of the individual welds in the upper child seat anchors may not be sufficient and may not allow the anchors to meet minimum strength requirements. Vehicles with child seat anchors that do not meet the minimum strength requirements fail to comply with the requirements of Federal Motor Vehicle Safety Standard Number 225, "Child Restraint Anchorage Systems," paragraph S6.3. An insufficient weld may prevent the child seat from being anchored securely to the rear seat back panel and may allow the child seat to move during a sudden stop or crash, increasing the risk of injury.

6. Test Results and Other Information:

In mid May 2022, during an inspection that was performed at a Toyota vehicle production facility, a Toyota team member found that an upper child seat anchor was separated from the rear seat back panel and could be moved by hand. As a result, Toyota inspected additional rear seat back panels on other vehicles at the production facility and found that the upper child seat anchors on some of those vehicles also could be moved by hand. An inspection process was implemented at the production facility to inspect the sufficiency of the spot-welds on the rear seat back panel.

In early June 2022, Toyota further investigated the issue and reviewed quality inspection data from the supplier. It was then discovered that there was a change made on September 30, 2021, to the welding parameters for the spot-welds for the upper child seat anchors to prevent a burr formation. After analyzing the data regarding the weld conditions before and after the change,

it was found that the weld size and penetration depth had decreased since the process change.

Toyota hypothesized that the decrease in weld dimensions may have affected the strength of the spot-welds. Mid-June, Toyota decided to perform a pull test comparison for upper child seat anchor parts welded with the aforementioned condition and with parts that met the inspection criteria. This testing indicated that the parts that did not meet the inspection criteria separated at a lower force than parts which passed the inspection check criteria. Based on this information, Toyota evaluated whether the strength of the upper child seat anchor welds that did not pass the inspection criteria could impact their performance under FMVSS 225, paragraph S6.3.1.

On July 15, 2022, Toyota decided that the subject vehicles may not meet the strength requirements for upper anchorages in FMVSS No. 225, paragraph S6.3 and decided to conduct a recall.

7. Description of Corrective Repair Action:

Toyota is currently developing the remedy for this issue. Once the remedy has been finalized, affected owners will be notified by first-class mail to take their vehicles to a Toyota dealer to have the repair performed free of charge.

Reimbursement Plan for pre-notification remedies

As the owner notification letters will be mailed out well within the active period of the Toyota New Vehicle Limited Warranty (“Warranty”), all involved vehicle owners for this recall would have been provided a repair at no cost under Toyota’s Warranty.

8. Recall Schedule:

Notifications to owners of the affected vehicles will occur by September 15, 2022. A copy of the draft owner notification letter(s) will be submitted as soon as available.

9. Distributor/Dealer Notification Schedule:

Notifications to distributors/dealers will be sent by July 21, 2022. Copies of dealer communications will be submitted as they are issued.

10. Manufacturer’s Campaign Number:

Interim / Remedy: 22TB09 / 22TA09