



U.S. Department  
of Transportation

National Highway  
Traffic Safety  
Administration

## Part 573 Safety Recall Report

## 25V872

**Manufacturer Name:** Toyota Motor Engineering & Manufacturing

**Submission Date:** Dec 17, 2025

**NHTSA Recall No.:** 25V872

**Manufacturer Recall No.:** 25TA16

### Manufacturer Information

### Population

**Manufacturer Name:** Toyota Motor Engineering & Manufacturing

**Address:** 6565 Headquarters Drive  
Plano TX, 75024

**Total number of potentially involved:** 39

**Estimated percentage with defect:** 1%

### Vehicle Information

**Vehicle 1:** 2024-2025 TOYOTA HIGHLANDER HYBRID

**Product Category:** Light Vehicles

**Product Type:**

**Fuel / Propulsion:**

**Production Dates:** Sep 10, 2024 - Feb 06, 2025

**Number of potentially involved:** 24

#### Descriptive Information:

(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) This issue only affects a small number of 2024–2025MY Highlander and Highlander Hybrid vehicles produced at a specific plant during a specific production period. Other Toyota and Lexus vehicles are not affected because they were either produced with a different production process or they were produced with the same production process but the seat belt anchor bolts were installed at an appropriate angle.

Toyota is unable to estimate the percentage of the involved vehicles to contain the defect described in Section 5. 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 “unknown.”

**Vehicle 2:** 2024-2025 TOYOTA HIGHLANDER

**Product Category:** Light Vehicles

**Product Type:**

**Fuel / Propulsion:**

**Production Dates:** Oct 17, 2024 - Feb 06, 2025

# Part 573 Safety Recall Report

# 25V872

**Number of potentially involved:** 15

**Descriptive Information:**

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

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## Defect / Noncompliance Description

**Description of the defect or noncompliance:**

The subject vehicles are equipped with a 3rd row center seat belt assembly that includes an anchor to the roof. The bolt attaching this anchor to the roof may have been installed at an improper angle. If this occurs, this anchor bolt may slip or loosen, which may cause the seat belt to not properly restrain the occupant, leading to an increased risk of injury to the occupant in the event of a crash.

**FMVSS1:**

**FMVSS2:**

**Description of the safety risk, including crash, fire, death, injury:**

If this occurs, this anchor bolt may slip or loosen, which may cause the seat belt to not properly restrain the occupant, leading to an increased risk of injury to the occupant in the event of a crash.

**Description of the cause:**

**Identification of any warning that can occur:**

## Component Manufacturer

**Tier of Supplier:**

**Supplier Type:**

**Name:**

# Part 573 Safety Recall Report

# 25V872

**Address:**

**Country:**

## Involved Components

**Component Name 1:** Bolt, Flange

**Component Description:** Seat Belt Anchor Bolt

**Component Part Number:** 90105-A0088

## Chronology

### February 2025– September 2025

In late February 2025, during a routine inspection at a vehicle processing facility, two vehicles were identified with a loose seat belt anchor where the upper seat belt anchor bolt is fastened. The vehicle manufacturing plant reviewed the production data for those vehicles and identified that the torque angle readings of the anchor bolts were high, but within the production tolerance. As a level up, a change was implemented to the torque angle threshold of the tensor tool used for installation of the bolt. Further, the plant identified a change that was made to the production process the month before. A vehicle hold was issued, and all vehicles in inventory produced between this change and the level-up were inspected. By mid-March, all inspections were completed, and no abnormalities were found in any vehicle.

In April, following a review of the production process, the vehicle manufacturing plant found the installation tool for the anchor bolt had been changed in August of 2024. Toyota initiated a field survey of vehicles outside of the initial scope with torque angle values marginally above or below the level-up threshold to confirm the effectiveness of the recent production process change.

In June, the initial survey was concluded, and no cases of a loose anchor or anchor bolt damage were identified. A second phase of the survey began, focusing on vehicles with a high bolt torque angle as recorded in production records.

In August, the second phase of the field survey was concluded. One vehicle was found with a loose seat belt anchor, and deformation was observed on the threads of the bolt. Two vehicles were found with a secured anchor and tight bolt, but deformation was observed on the bolt threads. The parts from the surveyed vehicles were recovered for further analysis.

### October 2025 – December 2025

In October 2025, the recovered parts review concluded. Toyota developed a method to evaluate the performance of a seat belt anchor bolt installed at a high torque angle.

In November, using the method developed, the effect of a bolt installed at an incorrect angle was evaluated. The study concluded that the installed angle of the bolt created a prevailing torque that does not contribute to the axial tension (clamping force) of the bolt, and the axial tension cannot prevent slip or looseness over time.

In December, Toyota correlated the evaluation results to production records with a high torque angle. Certain vehicles did not have a torque angle recording available and could be considered suspect.

### December 11, 2025

# Part 573 Safety Recall Report

**25V872**

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

As of December 5, 2025 based on a diligent review of records, Toyota's best engineering judgment is that there are 3 Toyota Field Technical Reports and 1 warranty claim that have been received from U.S. sources that relate or may relate to this condition and which were considered in the decision to submit this report.

**Related NHTSA Recall Number:**

## Description of Remedy

**Remedy Type:**

**Consumer Advisories:** ☐ Do Not Drive ☐ Park Outside

**Description of remedy program:**

All known owners of the subject vehicles will be notified to return their vehicles to a Toyota dealer. The dealers will remove the upper seat belt anchor bolt, clean the threads of the weld nut, replace the bolt with a new one, and torque to proper specification, free of charge.

**How remedy component differs from recalled component:**

**Identify how/when recall condition was corrected in production:**

## Reimbursement Plan

**Description of reimbursement program:**

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.

**Period of reimbursement:**

**Costs to be reimbursed:**

**Address for reimbursement claims:**

## Recall Schedule

**Part 573 Safety Recall Report****25V872****Description of recall schedule:**

Notifications to owners of the affected vehicles will occur by February 14, 2026. A copy of the draft owner notification will be submitted as soon as it is available. Notifications to distributors/dealers will be sent on December 17, 2025. Copies of dealer communications will be submitted as they are issued.

**Planned Dealer Notification Date:** Dec 17, 2025 - Dec 17, 2025

☐ No Dealers

**Planned Interim Owner Notification Date:**

☐ No Owners

**Planned Remedy Owner Notification Date:** Jan 31, 2026 - Feb 14, 2026

☐ Phased Recall

**Date when VIN will be searchable:**