TOYOTA

Toyota Motor North America, Inc.

Vehicle Safety & Compliance
Liaison Office
Mail Stop: W4-2D
6565 Headquarters Drive
Plano, TX 75024

October 7, 2025

DEFECT INFORMATION REPORT

1. Vehicle Manufacturer Name:

Toyota Motor Manufacturing, Indiana, Inc. ["TMMI"]
4000 Tulip Tree Drive, Princeton, IN 47670-4000

Affiliated U.S. Sales Company:

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

Manufacturer of the Seat Rail:

Toyota Boshoku Kentucky Harrodsburg
1120 Industry Road, Harrodsburg, KY 40330
Phone: +1-859-734-8150

Country of Origin: U.S.A.

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 / Sienna Hybrid	2025	TMMI	January 14, 2025 through July 24, 2025

Applicability	Part Number	Part Name	Component Description
MY2025 Toyota / Sienna Hybrid	72170-08110	Track Assy, RR Seat, Outer LH	LH Captain Seat Rail (outer)
	72160-08120	Track Assy, RR Seat, Outer RH	RH Captain Seat Rail (outer)
	72190-08240	Track Assy, No. 2 Seat, LH	LH Bench Seat Rail w/ Harness (inner)
	72170-08100	Track Assy, RR Seat, Outer LH	LH Bench Seat Rail (outer)
	72160-08110	Track Assy, RR Seat, Outer RH	RH Bench Seat Rail (outer)

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) This issue only affects the vehicles manufactured with the certain second-row seat rails that were welded by a specific supplier during a certain production period. Other Toyota and Lexus vehicles are not equipped with the certain second-row seat rails that were produced by this supplier during this time period.

3. Total Number of Vehicles Potentially Involved:

Total : 54,631

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

100% of the involved vehicles contain certain second-row seat rails that were produced with weld machine settings that could lead to incomplete weld penetration. Whether this can lead to the condition described in Section 5 will depend on the actual crash conditions and the number of seat rails that are affected.

5. Description of Problem:

The subject vehicles contain second-row seats that are mounted to seat rails that attach the seats to the vehicle body. These seat rails are assembled with welds in multiple locations. Due to a

changed setting of a welding machine during assembly, there is a possibility that certain seat rails contain welds that are not fully penetrated. A weld that is not fully penetrated in the seat rail assembly can lead to a loss of structural integrity of the seat system in certain high-speed collisions if that seat is occupied, increasing the risk of injury.

6. Chronology of Principal Events:

July 2025 – August 2025

During internal testing of prototype seats using production level seat rails, the seat system failed to meet a Toyota internal standard. Toyota inspected the cause of failure during the test and found a weld abnormality in the seat rail. After investigation at the seat rail supplier, it was found that the weld machine setting used during seat rail production for a particular production period could lead to a weld that was not fully penetrated.

After updating the weld machine settings, the supplier and Toyota conducted additional internal tests on seat systems that used production level seats and seat rails produced with weld machine settings that could lead to incomplete weld penetration to understand the impact to structural integrity of the seat system under certain high-speed collision conditions.

September 2025

Toyota completed testing and confirmed that the seat system could lose structural integrity under certain high-speed collisions if the seat rails were produced with weld machine settings that could lead to incomplete weld penetration. Toyota also conducted additional tests on seat systems that used production level seats and seat rails produced with weld machine settings that could lead to incomplete weld penetration to understand the impact to FMVSS performance. Toyota completed testing and confirmed that the seat system passed the relevant performance requirements of FMVSS Nos. 207 and 210.

October 1, 2025

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

As of October 1, 2025, based on a diligent review of records, Toyota's best engineering judgement is that there are zero (0) Toyota Field Technical Reports and zero (0) Warranty claims that have been received from U.S. sources that relate or may relate to this condition in the involved vehicles, and which were considered in the decision to submit this report.

7. Description of Corrective Repair Action:

All known owners of the subject vehicles will be notified to return their vehicles to a Toyota dealer. For all involved vehicles, the dealer will replace the second-row seat rails with rails that have the proper welding, at no cost.

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 the warranty.

8. Recall Schedule:

Notifications to owners of the affected vehicles will occur by December 6, 2025. 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 October 7, 2025. Copies of dealer communications will be submitted as they are issued.

10. Manufacturer's Campaign Number:

[Interim / Remedy] 25TB12 / 25TA12