

March 24, 2026

NONCOMPLIANCE INFORMATION REPORT

1. Vehicle Manufacturer Name:

Toyota Motor Corporation [“TMC”]
1, Toyota-cho, Toyota-city, Aichi-pref., 471-8571, Japan

Affiliated U.S. Sales Company:

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

Manufacturer of Seat Frame Assembly:

Toyota Boshoku Corporation
1-1, Toyoda-cho, Kariya-city, Aichi-pref., 448-0848, Japan
Phone: +81-566-23-6611

Country of Origin: Japan

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
Lexus / LX600	2022-2024	TMC	July 30, 2021 through July 18, 2024

Applicability	Part Number	Part Name	Component Description
MY2022-2024 Lexus LX600	72010-60710 72010-60780 72010-60790 72010-60800	Adjuster Assy, Fr Seat RH	Seat Frame Assembly

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 equipped with a certain seat frame assembly that was manufactured at a specific supplier's plant during a certain production period. Other Toyota or Lexus vehicles sold in the U.S. are not equipped with this seat frame assembly.

3. Total Number of Vehicles Potentially Involved:

MY2022 : 3,514
MY2023 : 6,586
MY2024 : 5,164
Total :15,264

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

Toyota estimates that approximately 30% of the vehicles may have insufficient clearance between the seat frame and the stopper. Whether the actual clearance between the seat frame and the stopper on each vehicle will lead to the noncompliance depends on the conditions described in section 5.

5. Description of Noncompliance:

The front passenger seat in the subject vehicles is secured to a seat frame, which is equipped with a stopper and has an Occupant Classification System (OCS) that provides input to the Supplemental Restraint System to determine the deployment strategy of the front passenger airbag system, depending on the occupant load. Due to a manufacturing error during a specific production period at a certain supplier's plant, some vehicles may have an insufficient clearance between the seat frame and the stopper when taking into account normal production variation. If there is insufficient clearance, interference can occur between the seat frame and the stopper if the seat height is adjusted to certain positions, depending on the occupant load applied. This interference can cause an OCS sensor to incorrectly measure the occupant load and the subject

vehicles may not meet the requirements of FMVSS No. 208, paragraphs S5.1.1(b)(2), and S5.1.2(b). If an OCS sensor does not measure the occupant load correctly, the front passenger airbag system may not function as designed in the event of a crash, increasing the risk of injury to an occupant in the front passenger seat.

6. Test Results and Other Information:

In July 2024, Toyota identified that a jig used by a seat frame supplier was incorrectly positioned during their production process because Toyota found one vehicle with the “Airbag OFF” indicator illuminated with the passenger seat occupied during the final 100% vehicle inspection at the assembly plant and interference was found between the seat frame and the stopper. Toyota began an investigation to understand if the potential effects of the incorrect jig position.

From November 2024 to June 2025, Toyota identified, based on different potential occupant loads, that if the clearance is below 3.8 mm, there is a potential for the seat frame produced (using the incorrectly positioned jig) to contact the stopper. From July 2025 to March 2026, Toyota began a parts recovery activity to determine the amount of clearance between the seat frame and the stopper that could exist in the suspect field population. Toyota analyzed the recovered parts and identified certain seat frame assemblies with a clearance below 3.8 mm.

In March 2026, Toyota conducted vehicle testing using different clearance amounts below 3.8 mm that were observed in the field. Toyota found that a seat frame with the lowest clearance observed in the field not only contacted the stopper, but also caused the OCS to misclassify the occupant based on the measured weight. On March 18, 2026, Toyota determined that it is possible for an inaccurate reading from OCS sensors to cause the front passenger airbag system to not function as designed in the event of a crash. Thus, the involved vehicles may not meet the requirements of FMVSS No.208, paragraphs S5.1.1(b)(2), and S5.1.2(b).

7. Description of Corrective Repair Action:

All known owners of the subject vehicles will be notified to return their vehicles to a Lexus dealer. Dealers will inspect the relevant parts and, if necessary, replace the seat frame assembly with a new one.

Reimbursement Plan for pre-notification remedies

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

8. Recall Schedule:

Notifications to owners of the affected vehicles will occur by May 23, 2026. 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 March 24, 2026. Copies of dealer communications will be submitted as they are issued.

10. Manufacturer’s Campaign Number:

Interim / Remedy: 26LB03 / 26LA03