TOYOTA

Toyota Motor North America, Inc.

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

July 21, 2022

NONCOMPLIANCE INFORMATION REPORT

1. Vehicle Manufacturer Name:

Toyota Motor Corporation, ["TMC"]
1, Toyota-cho, Toyota-city,
Aichi, 471-8571, Japan

Affiliated U.S. Sales Company

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

Manufacturer of the seat frame assembly

TOYOTA BOSHOKU CORPORATION
88, Kanayama, Kamekubi-cho, Toyota-city,
Aichi, 470-0395, Japan
Phone: +81-565-43-0960

2. Identification of Involved Vehicles:

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 / RAV4	2022	TMC	September 2, 2021 through March 31, 2022
Toyota / RAV4 Hybrid	2022	TMC	November 30, 2021 through March 31, 2022
Toyota / RAV4 Prime	2022	TMC	September 6, 2021 through March 29, 2022

Applicability	Part Number	Part Name	Component Description
Toyota / RAV4, RAV4 Hybrid, RAV4 Prime	72010-42450	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) Only vehicles equipped with an 8-way power front passenger seat with a seat lifter function in the above production range that were manufactured at certain plant locations are involved in this recall. Certain vehicles manufactured at other plants are equipped with seat frames of the same design; however, no interference has been found with current production parts that were inspected at those locations.

3. Total Number of Vehicles Involved:

Toyota RAV4 : 1,006
Toyota RAV4 Hybrid : 1,031
Toyota RAV4 Prime : 1,496
Total : 3,533

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

Based on inspections of a sample of vehicles in its inventory, Toyota estimates approximately 70% of the involved vehicles equipped with an 8-way power front passenger seat with a seat lifter function described in Section 5 may have interference of seat components near the OCS sensor. Whether the noncompliance is present on each potentially affected vehicle depends on the amount of interference between the seat frame and stopper and the position of the passenger seat at the time the OCS was initially calibrated.

5. Description of Noncompliance:

The subject vehicles are equipped with an 8-way power front passenger seat with a seat lifter function that contains an Occupant Classification System (OCS) which provides input to the Supplemental Restraint System to determine the deployment strategy of the front passenger airbag, depending on the occupant load. There is a possibility that a stopper and the seat frame near the OCS sensor were assembled with variations that created interference between these parts, causing the OCS sensor to incorrectly detect the occupant load. As such, the subject vehicles may not meet the requirements of FMVSS No. 208, paragraphs S5.1.1(b)(2), S5.1.2(b), S16.1(a)(2), S16.1(b), S17, and S20.2. If the OCS does not detect the occupant load correctly, the front passenger airbag may not deploy 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 mid-March 2022, during a final inspection process at a vehicle assembly plant in Japan, a Toyota team member found one vehicle with an output value of an OCS that was out of specification. Upon inspecting the seat assembly of this vehicle, it was found that a stopper near the OCS sensor was interfering with the seat frame.

An investigation began which involved inspection of other vehicles at various assembly plants. Interference was found in some vehicles equipped with an 8-way power seat with a seat lifter function. Based on the results of these investigations, Toyota determined that assembly variation created interference of these parts in certain vehicles, causing the OCS sensor to incorrectly detect the occupant load.

Based on this analysis, on July 15, 2022, it was determined that it is possible that an inaccurate reading from an OCS sensor could cause the front passenger airbag to not deploy as designed in the event of a crash. As such, the involved vehicles may not meet some portions of the requirements of FMVSS No. 208, paragraphs S5.1.1(b)(2), S5.1.2(b), S16.1(a)(2), S16.1(b), S17, and S20.2.

7. Description of Corrective Repair Action:

All known owners of the subject vehicles will be notified by first class mail to return their vehicles to a Toyota dealer. The dealers will inspect to determine whether there is interference between the seat frame and stopper. If interference is found, the stopper will be adjusted and the occupant classification system will be re-calibrated.

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, 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 begin by September 19, 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 on July 21, 2022. Copies of dealer communications will be submitted as they are issued.

10. Manufacturer's Campaign Number:

22TA08