

**Toyota Motor Engineering &  
Manufacturing North America, Inc.**

Vehicle Safety & Compliance  
Liaison Office  
19001 South Western Avenue  
Torrance, CA 90501

May 13, 2015

Mr. Frank S. Borris II  
Acting Associate Administrator for Enforcement  
National Highway Traffic Safety Administration  
Attn: Recall Management Division (NVS-210)  
1200 New Jersey Ave, SE  
Washington, D.C. 20590

Re: Recall 14V-312 (originally 13V-133)  
Certain Toyota Vehicle Front Passenger Airbags  
Part 573, Amended Defect Information Report

Dear Mr. Borris:

In connection with the above referenced matter, this amends Toyota's Defect Information Report dated April 11, 2013 and the later remedy amendment of June 10, 2014. For the reasons discussed in the attached amended report, Toyota has decided to expand the range of certain Tundra and Sequoia vehicles through the end of the 2004 model year equipped with single-stage passenger air bag inflators (Takata-designated SPI) and not previously included in 14V-312. Other Toyota models and the General Motors Vibe are not subject to expansion, as they do not contain SPI inflators.

We understand that NHTSA will assign a new recall number to this amendment. To that end, we propose to track the completions of the newly added vehicles covered by this amendment under the newly assigned number, leaving the pre-amendment population under 14V-312. The vehicles identified in the attached amendment are those in the expanded population only. We will discuss this further with the Recall Management Division.

Should you have any questions about this report, please contact me directly.

Sincerely,

A handwritten signature in black ink, appearing to read "A Saadat". The signature is fluid and cursive, with a large initial "A" and a long, sweeping underline.

Abbas Saadat  
Vice President  
Toyota Motor Engineering & Manufacturing  
North America, Inc.

cc: J. Timian

## AMENDED DEFECT INFORMATION REPORT (14V-312)

1. Vehicle Manufacturer Name:

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

Toyota Motor Manufacturing Canada Inc. ["TMMC"]  
1055 Fountain Street North, Cambridge, Ontario, Canada N3H 5K2

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

New United Motor Manufacturing, Inc. ["NUMMI"]  
45500 Fremont Boulevard, Fremont, CA 94538-6368

Affiliated U.S. Sales Company

Toyota Motor Sales, USA, Inc. ["TMS"]  
19001 South Western Avenue, Torrance, CA 90501

General Motors Corporation Global Headquarters ["GM"]  
100 Renaissance Center Drive, P. O. Box 100 Detroit, MI 48265

Manufacturer of Front Passenger Air Bag:

TK HOLDINGS INC.  
2500 Takata Drive, Auburn Hills, MI 48326  
Phone: 248-373-2897

Country of Origin: U.S. and Mexico

2. Identification of Involved Vehicles:

Make/ Car Line	Model Year	Manufac- turer	VIN		Production Period
			VDS	VIS	
Toyota/ Sequoia	2004	TMMI	*T**A	4S205112 – 4S238616	August 18, 2003 Through August 19, 2004
Toyota/ Tundra	2003 - 2004	TMMI	****1	3S398069 – 4S466455	March 18, 2003 through August 25, 2004

NOTE: (1) The above referenced vehicles are those in the expanded population only.

(2) Although the involved vehicles are within the above VIN range, not all vehicles in this range were sold in the U.S. or are included in the campaign.

3. Total Number of Vehicles Potentially Involved:

176,631

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

Unknown

5. Description of Problem:

This is an amendment to Recall 14V-312. The subject vehicles are equipped with front passenger air bag inflators which, according to a Part 573 Report submitted by Takata in April 2013, could have been assembled with improperly manufactured propellant wafers. Improperly manufactured propellant wafers could cause the inflator to rupture and the front passenger air bag to deploy abnormally in a crash, increasing the risk of injury to the occupant.

In addition, in Tundra and Sequoia models equipped with single-stage passenger air bag inflators (Takata-designated SPI), such inflators may have been manufactured in such a way as to have a potential for the intrusion of moisture over time due to insufficient air sealing. The cause of such moisture intrusion and the relationship, if any, to the risk of inflator rupture is not known.

6. Chronology of Principal Events:

April 11, 2013

Toyota submitted a Part 573 report to the National Highway Traffic Safety Administration (NHTSA). NHTSA assigned this recall number 13V-133.

June 10, 2014

Toyota notified the agency of a change to the remedy procedure for 13V-133. NHTSA assigned recall number 14V-312 to this remedy change.

June 2014- present

During the course of conducting this recall in the U.S., after inflators in owners' vehicles were replaced at dealers, the inflators were shipped directly to TK Holdings (Takata) in Michigan for retention and, in some cases, evaluation and testing as part of the investigation by Takata.

In Japan and other markets, Toyota is also conducting recalls of certain Takata inflators installed in vehicles between November 2000 and December 2003. About 99% of the inflators being recalled are single-stage passenger air bag inflators (Takata-designated SPI). Parts removed from recalled vehicles are being returned to Toyota, and various tests are being performed on them.

March 4, 2015

Toyota met with representatives of NHTSA's Office of Defects Investigation. It discussed, among other things, inflator test results from the U.S. and Japan markets. Concerning SPI inflator testing, as of February 26, 2015, Takata reported to Toyota that one rupture had occurred during a ballistic test of an SPI inflator returned from a high absolute humidity (HAH) area in the U.S. under recall 14V-655.

Toyota explained that, in Japan, it is investigating the mechanism of potential moisture intrusion into the inflator and whether this could relate to the potential for inflator rupture. An air leak test is one method used to determine if a returned inflator could leak ambient air and allow moisture intrusion. Preliminary results of this testing in Japan indicated that some SPI inflators returned from recalled vehicles were found to have varying amounts of air leaks during this testing.

March 2015- May 2015

Toyota continued testing of returned SPI inflators in Japan. Additional results from air leak testing continued to show leakage in some inflators. Some of the leaking inflators were then subjected to ballistic testing in which the inflator is purposefully activated under controlled conditions. Several of the tested inflators experienced a rupture.

In the U.S. Takata continued testing of returned inflators from recalled vehicles. In late April, Takata reported a second rupture during ballistic testing of an SPI inflator recovered from an HAH area. Takata did air leak testing of some of the returned SPI inflators, but it had not done this testing on either of the two inflators that reportedly ruptured during its ballistic testing. Of the U.S. inflators that were air leak tested, only one was found to be leaking; however, during subsequent ballistic testing, it performed normally.

Based on the results of testing showing the possibility of ambient air leaking into the inflators, it appears that SPI inflators may have been manufactured in such a way as to have a potential for moisture intrusion. The cause of such moisture intrusion and the relationship, if any, to the risk of inflator rupture is not known.

May 11, 2015

Toyota decided to expand the coverage of 14V-312 to include any vehicle equipped with an SPI inflator that had not been previously included in the recall.

7. Description of Corrective Repair Action:

All known owners of the affected Toyota vehicles will be notified by first class mail to return their vehicles to a Toyota dealer. The dealer will replace the front passenger airbag inflator with a newly manufactured one.

General Motors has previously notified NHTSA separately of its repair and notification schedule.

Reimbursement Plan for pre-notification remedies

The owner letter will instruct vehicle owners who have paid to have this condition remedied prior to this campaign to seek reimbursement pursuant to Toyota's General Reimbursement Plan.

Reimbursement Plan for pre-notification remedies for General Motors Vehicles (Pontiac Vibe)

Pursuant to 577.11(e), General Motors will provide reimbursement to owners for repairs completed on or before ten days after GM mails owner letters, pursuant to the plan submitted on May 12, 2011.

8. Recall Schedule:

Toyota will provide a draft copy of the owner's letter and a separate schedule of the owner notification mailing shortly.

General Motors has previously notified NHTSA separately of its owner mailing schedule and supply a copy of the owner letter at that time.

9. Distributor/Dealer Notification Schedule:

Notifications to distributors/dealers will be sent on May 13, 2015. Copies of dealer communications will be submitted as they are issued