



Safety Recalls G0P & G0R (Interim G1P & G1R) – *Interim Notice*
Multiple Models and Model Years
Takata Front Passenger Airbag Inflator (Zones A & B)

Frequently Asked Questions
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◀ IMPORTANT UPDATE ▶

DATE	TOPIC
June 9, 2016	Information regarding new vehicles currently for sale, and vehicles currently being manufactured, with non-desiccated passenger frontal PSAN airbag inflators has been added.

*The most recent update will be **highlighted with a red box.***

Background

On May 4, 2016, the National Highway Traffic Safety Administration (NHTSA) announced an expansion of the Takata Airbag Inflator Recalls. This announcement explained that Takata will, over time, recall additional specific front airbag inflators manufactured with phase-stabilized ammonium nitrate (PSAN) propellant that does not contain a material called a “desiccant”. This expansion impacts Toyota and multiple other automotive manufacturers using specific Takata frontal airbag inflators.

On May 16, 2016, Takata filed the first of multiple Defect Information Reports (DIRs) with NHTSA to address the first phase of this expansion.

On May 23, 2016, Toyota filed a Defect Information Report (DIR) with the National Highway Traffic Safety Administration (NHTSA) identifying the vehicles involved in the first phase of the Takata recall and informing the agency of our intent to conduct a voluntary Safety Recall on these vehicles. The involved vehicles are described in the attached Phase and Zone summary.

Q1: What is the condition?

A1: The subject vehicles are equipped with front passenger airbag inflators produced by Takata. According to Takata, the propellant in these inflators may degrade after prolonged exposure to high absolute humidity and fluctuating high temperatures. Degraded propellant can cause inflator rupture during airbag deployment. In the event of an inflator rupture, metal fragments could pass through the airbag cushion material, striking the vehicle occupants, and result in serious injury or death.

Q2: Why is Takata recalling all frontal airbag inflators manufactured with phase-stabilized ammonium nitrate (PSAN) propellant that do not also include a desiccant?

A2: Multiple independent investigations and NHTSA's independent expert concluded that the ammonium nitrate propellant in non-desiccated, frontal Takata airbag inflators degrades over time. The degradation is the result of various factors existing in the location where the vehicle containing the inflators is principally operated, including long-term exposure to environmental moisture and fluctuating high temperatures.

Q2a: What is the inflator?

A2a: The inflator is a device contained within the airbag assembly. It contains propellant which is ignited to initiate airbag deployment. When ignited, the propellant expands into an inert gas, inflating the airbag.

Q2b: What happens when the non-desiccated propellant degrades?

A2b: If the propellant degrades substantially, the inflators can become over-pressurized and rupture during airbag deployment.

Q2c: What is a desiccant?

A2c: A desiccant is a material that acts as a drying agent. Desiccants collect moisture present in their immediate environment, helping to limit moisture absorption by other nearby materials, such as propellant in an airbag inflator.

Q3: Which airbags in Toyota and Scion vehicles are affected by this Safety Recall?

A3: This Safety Recall only includes certain Takata-produced front Passenger airbag inflators. No front Driver airbags in Toyota and Scion vehicles are included.

Q4: Are there concerns with other airbags in the vehicle?

A4: No. The announcement made by NHTSA only applies to certain front Passenger airbag inflators manufactured and installed in certain Toyota and Scion vehicles. Other airbags in the vehicle will not be affected by this announcement or subsequent Safety Recalls involving Toyota and Scion vehicles.

Q5: Which vehicles are affected by this Safety Recall?

A5: Refer to the attached Phase and Zone summary for details on affected vehicles.

Q6: Are there any warnings that this condition exists?

A6: No. There are no warnings or other indicators that this condition exists. However, the condition **does not cause the front Passenger airbag to activate when it should not**. Also, the front Passenger airbag is designed to inflate only in certain moderate to severe crashes. Further, NHTSA has concluded that the non-desiccated frontal Takata airbag inflators do not pose an unreasonable risk to safety until they reach a certain level of propellant degradation, which is the result of time, temperature and environmental moisture, which depends on the vehicle's location.

Q7: What is Toyota going to do?

A7: Toyota is currently working to obtain the necessary remedy parts. As Toyota makes remedy preparations, an interim notification will be sent to all owners of involved vehicles to inform them that their vehicle is involved and that we will notify them again when the remedy becomes available.

Q8: My vehicle is involved in this Safety Recall but the remedy is not yet available. Will Toyota provide a loaner vehicle until the remedy is available?

A8: Remember, this condition does not cause the front Passenger airbag to activate when it should not. To minimize risk, Toyota recommends that no passengers sit in the front passenger seat. If this recommendation is not feasible for the customer's personal or business needs, alternative transportation may be made available.

Q9: Until the remedy is available, are there any steps I can take to minimize the occurrence of this condition.

A9: No, there are no steps you can take to minimize the occurrence of this condition. **However, the condition does not cause the front Passenger airbag to activate when it should not.** Also, based on multiple independent investigations and NHTSA's independent expert, NHTSA has concluded that the non-desiccated frontal Takata airbag inflators do not pose an unreasonable risk to safety until they reach a certain level of propellant degradation **after long-term exposure to environmental moisture and fluctuating high temperatures.** NHTSA and Takata are prioritizing the expanded inflator recalls based on when involved inflators are more likely to pose an unreasonable risk to safety, considering time, temperature, and environmental moisture, which depends on a vehicle's location.

Q10: Are there any indicators that my vehicle is equipped with an affected Takata inflator?

A10: No. There are no indicators. See the Takata Recall Phase and Zone summary for details.

Q11: My vehicle is not involved in this Safety Recall. Will it be involved in a future phase?

A11: NHTSA and Takata are prioritizing future recalls based on when the affected inflators are likely to pose an unreasonable risk to safety, considering time, temperature, and environmental moisture. Therefore, the plan has been structured with five phases and three geographical zones based on time in service and climatic conditions.

Q12: My vehicle is not involved in this Safety Recall, but it may be involved in a future phase. When will the remedy be available for my vehicle?

A12: NHTSA and Takata are finalizing plans to initiate multiple recalls for all affected vehicles that will be released in five phases beginning in May 2016 and continuing through 2019. Registered owners of involved vehicles will be notified by Toyota as each additional Takata recall is filed and phase announced between May 2016 and 2019.

Q13: What should I do to determine if my vehicle will be involved in a future phase?

A13: Toyota recommends that you regularly check recall applicability using www.toyota.com/recall or www.safercar.gov. You will need to input your 17-digit Vehicle Identification Number (VIN).

Q14: If my vehicle may potentially be included in a future Safety Recall, will Toyota disconnect the involved Passenger airbag or the other airbags in my vehicle until the remedy is available?

A14: No, Toyota will not disconnect airbags as part of this recall action. Based on multiple independent investigations and NHTSA's independent expert, NHTSA has concluded that the non-desiccated frontal Takata airbag inflators do not pose an unreasonable risk to safety until they reach a certain level of propellant degradation **after long-term exposure to environmental moisture and fluctuating high temperatures**. NHTSA, NHTSA and Takata are prioritizing these recalls based on when affected inflators are likely to pose an unreasonable risk to safety, considering time, temperature, and environmental moisture, which depends on a vehicle's operating location.

Q15: If my vehicle will be included in a future Safety Recall, will Toyota provide a loaner vehicle until the remedy is available?

A15: At this time, Toyota is reserving alternative transportation options to specifically support those customers with vehicles currently under recall. For vehicles equipped with Takata inflators that may be recalled in the future, NHTSA and Takata have concluded that the non-desiccated frontal Takata airbag inflators do not pose an unreasonable risk to safety until they reach a certain level of propellant degradation. NHTSA and Takata are prioritizing future recalls based on when inflators are likely to pose an unreasonable risk to safety, considering time, temperature, and environmental moisture, which depends on a vehicle's location.

Q16: Are any vehicles currently being manufactured by Toyota, Lexus, or Scion being equipped with Takata frontal airbag inflators manufactured with PSAN propellant that does not include a desiccant?

A16: Toyota is currently in the process of phasing out Takata frontal non-desiccated PSAN airbag inflators and expects to complete this process by July 2017. The only vehicles currently in production receiving Takata frontal non-desiccated PSAN airbag inflators are the 2016 model year Toyota 4Runner and Lexus GX460.

Q16a: Are these new vehicles currently included in a Safety Recall or will they be included in a future Safety Recall?

A16a: These non-desiccated passenger frontal PSAN airbag inflators in these new vehicles are not subject to a current recall. Based on multiple independent investigations and NHTSA's independent expert, NHTSA has concluded that the non-desiccated frontal Takata airbag inflators do not pose an unreasonable risk to safety until they reach a certain level of propellant degradation after long-term exposure to environmental moisture and fluctuating high temperatures. NHTSA and Takata are prioritizing these recalls based on when affected inflators are likely to pose an unreasonable risk to safety, considering time, temperature, and environmental moisture, which depends on a vehicle's operating location. According to NHTSA's current order, these components will be recalled by the end of 2018.

Q17: Is Toyota, Lexus, or Scion selling any new vehicles that are equipped with Takata frontal airbag inflators manufactured with PSAN propellant that does not include a desiccant?

A17: Yes, the models that may be in dealer inventory today are listed below.

- 2015 Scion xB
- 2015 Lexus IS250C/350C
- 2015 – 2016 Toyota 4Runner
- 2015 – 2016 Lexus GX460

Importantly, these non-desiccated passenger frontal PSAN airbag inflators in these new vehicles are not subject to a current recall. Based on multiple independent investigations and NHTSA's independent expert, NHTSA has concluded that the non-desiccated frontal Takata airbag inflators do not pose an unreasonable risk to safety until they reach a certain level of propellant degradation after long-term exposure to environmental moisture and fluctuating high temperatures. NHTSA and Takata are prioritizing these recalls based on when affected inflators are likely to pose an unreasonable risk to safety, considering time, temperature, and environmental moisture, which depends on a vehicle's operating location. According to NHTSA's current order, these components will be recalled by the end of 2018.

Q18: *How does NHTSA's announcement relate to other actions Toyota has taken regarding Takata airbag inflators?*

A18: Previous Safety Recalls that are currently ongoing remain in effect, and remedy actions remain underway. Customers are strongly encouraged to have these inflators replaced as soon as they are notified that replacement parts are available. The current NHTSA and Takata announcement will ultimately involve the recall of all Takata frontal inflators that utilize non-desiccated, phase-stabilized ammonium nitrate (PSAN) propellant. Toyota will announce subsequent Safety Recalls in accordance with NHTSA's announcement.

Q19: *What if I have additional questions or concerns?*

A19: If you have additional questions or concerns go to www.toyota.com/recall, or please contact the Toyota Customer Experience Center at 1-888-270-9371 Monday – Friday, 5:00 am to 6:00 pm, or Saturday 7:00 am to 4:00 pm Pacific Time.

NHTSA-Takata Airbag Inflator Expansion

Summary of Phases / Zones

This expansion has been structured with 5 phases and 3 geographic zones. Time, temperature, and humidity have been found by NHTSA and multiple independent investigations to contribute to significant propellant degradation that can lead to an unreasonable risk of inflator rupture.

ZONE A: Includes states and US territories with high temperature cycling and humidity. Time in service until significant propellant degradation may occur is projected at between 6-9 years.

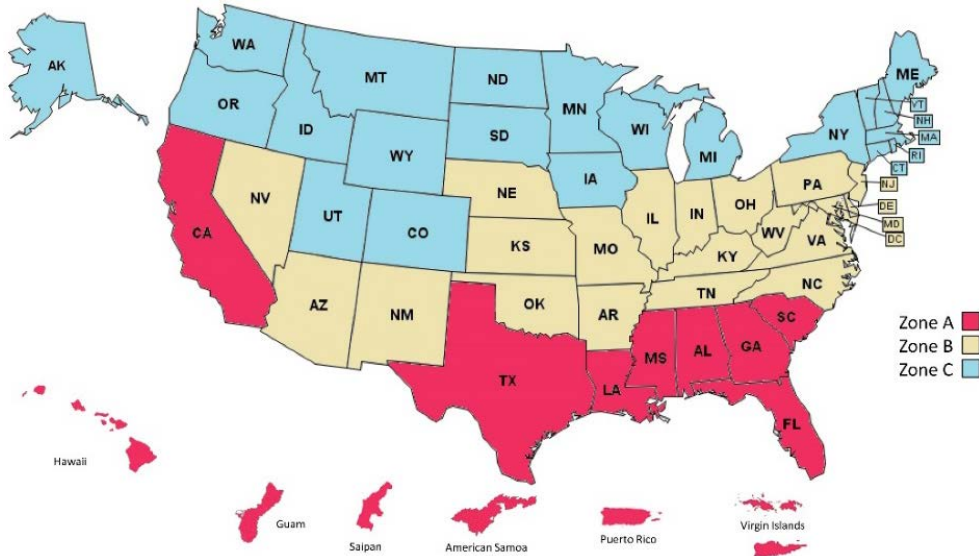
ZONE B: Includes states with moderate temperature cycling and humidity. Time in service until significant propellant degradation may occur is projected at between 10-15 years.

ZONE C: Includes states with lower temperature cycling and humidity. Time in service until significant propellant degradation may occur is projected at between 15-20 years.

To understand if your vehicle may be involved in the first phase of the expansion, please follow the instructions below:

1. Identify your affected geographic zone; A, B or C.
2. Locate your applicable Zone Table and vehicle model and model year.

Note that the vehicle models and model years described on this document represent the best information currently available to Toyota and is subject to change if additional information is identified by Toyota, Takata, or NHTSA.



ZONE A – G0P (Interim G1P)

Toyota / Scion

- 2006 – 2011 Yaris Hatchback
- 2007 – 2011 Yaris Sedan
- 2008 – 2011 Scion xB
- 2009 – 2011 Corolla
- 2009 – 2011 Matrix
- 2010 – 2011 4Runner
- 2011 Sienna

Lexus

- 2006 – 2011 IS250/350
- 2007 – 2011 ES350
- 2008 – 2011 IS-F
- 2010 – 2011 IS250C/IS350C
- 2010 – 2011 GX460

ZONE B – G0R (Interim G1R)

Toyota / Scion

- 2007 – 2008 Yaris Hatchback
- 2007 – 2008 Yaris Sedan
- 2008 Scion xB

Lexus

- 2006 – 2008 IS250/350
- 2007 – 2008 ES350
- 2008 IS-F

ZONE C – (Future Projected Safety Recall)

There are no Toyota, Scion, or Lexus vehicles in Zone C included in the first phase of this expansion. Note that there are currently ongoing Toyota (DSF/E04) and Lexus (DSC/ELG) Safety Recalls and remedy actions for these programs remain underway.