

**INFORMATION Redacted PURSUANT TO THE FREEDOM OF
INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6)**



U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

1200 New Jersey Avenue SE.
Washington, DC 20590

APR 26 2010

[REDACTED]
Atlanta, GA [REDACTED]

NVS-216 et
Ref. No. 10314319

Dear [REDACTED]:

Thank you for your correspondence dated February 3 concerning your model year (MY) 1996 Toyota Camry vehicle. The National Highway Traffic Safety Administration's (NHTSA) Office of Defects Investigation received your correspondence on February 23.

NHTSA is the Federal agency responsible for improving safety on our Nation's highways. We are authorized to order manufacturers to recall and repair vehicles or items of motor vehicle equipment when our investigations indicate that they contain safety defects in their design, construction, or performance. We also monitor the adequacy of manufacturers' recall campaigns. In order for the agency to initiate an investigation, we look carefully at the body of consumer complaints and other available data to determine whether a defect may exist. We cannot act on isolated problems or resolve disputes between individual owners, dealers or manufacturers.

We appreciate the report you provided. Reports from motorists are a very important source of information for us. Each report is analyzed and entered into a database to determine whether an investigation into a possible safety defect or recall inadequacy is warranted. In your letter, you indicated experiencing sudden acceleration in your MY 1996 Toyota Camry vehicle. Your repair shop replaced the throttle cable and the vehicle has not had another incident. As a result, you speculate that the throttle is the cause of unintended acceleration in all vehicles; and you also believe that Toyota should refund the cost you paid for repairs to your vehicle.

With regard to your theory that the throttle is the root cause of sudden acceleration in Toyota vehicles, please note that MY 1992 through MY 1996 Camrys are the third generation of the Camry and use a mechanical cable throttle system. In comparison, the MY 2007 through MY 2010 Camry, which is being recalled, is the seventh generation of the Camry and is a completely different vehicle utilizing an electronic throttle control system. At this time, NHTSA has not identified a safety defect regarding a throttle system or accelerator pedal entrapment in Toyota Camrys other than the MY 2007 through MY 2010 Camrys being recalled.

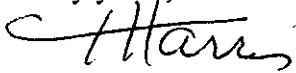
With regard to your request for reimbursement for repairs to your vehicle, manufacturers are not required to provide cost-free repairs unless there is a safety recall or the vehicle's warranty covers the repairs. We have reviewed our database in an effort to identify whether a safety defect trend exists with regard to engine throttle problems, specifically sudden acceleration in MY 1996 Toyota Camry vehicles. At this time, there is insufficient evidence to warrant opening a safety defect investigation. The information you provided has been entered into our database. It will be considered with future reports to identify any safety defect trends that may require our attention.

NHTSA constantly monitors consumer complaints and other data and will fully investigate any possible defect trends in these vehicles. If the agency can find evidence of a malfunction with the throttle system, it will certainly ensure that Toyota acts to correct the problem.

If you have not done so, you may consider contacting the Federal Trade Commission (FTC). The FTC has jurisdiction over paint, fraud or deception, warranty and dealership problems, remuneration matters, and fair trade practices. There are three ways you can contact the FTC: by toll free telephone at 1-877-FTC-HELP (1-877-382-4357); by mail at Federal Trade Commission, CRC-240, Washington, DC 20580; and by using the Internet complaint form at <http://www.ftc.gov/ftc/complaint.htm>.

I hope this information is helpful. If you have any questions, please contact me or Ms. Kathleen C. DeMeter, Director of NHTSA's Office of Defects Investigation, at (202) 366-4799.

Sincerely yours,


for Daniel C. Smith
Associate Administrator
for Enforcement