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

1200 New Jersey Avenue SE,
Washington, DC 20590

July 21, 2010

[REDACTED]

NVS-216 et
Ref. No. 10318628

Dear [REDACTED]

Thank you for your recent correspondence inquiring if the model year (MY) 2006 Toyota Highlander Hybrid and MY 2007 Camry Hybrid are included in recalls. The National Highway Traffic Safety Administration's (NHTSA) Office of Defects Investigation received your correspondence.

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. However, 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 safety defect recall adequacy is warranted. In your letter, we assume you are inquiring as to whether the MY 2006 Toyota Highlander and MY 2007 Toyota Camry Hybrids are included in the Toyota recalls that address unintended acceleration, (NHTSA Safety Recall Campaign No. 09V-388) for accelerator pedal floor mat entrapment and (NHTSA Safety Recall Campaign No. 10V-017) for a sticky accelerator pedal. You also question if there have been complaints reported.

We have reviewed our database in an effort to identify whether a safety defect trend exists with regard to unintended acceleration in the MY 2006 Toyota Highlander Hybrid. At this time, there is insufficient evidence to warrant opening a safety defect investigation. In addition, the MY 2006 Toyota Highlander Hybrid is not included in the safety recalls for unintended acceleration. However, the MY 2007 Toyota Camry Hybrid is included in both unintended acceleration recalls. If you have not done so, we recommend you contact your local Toyota dealer for more details and schedule an appointment to have the recalls completed to your vehicle.



There have been complaints from owners that have vehicles not included in the recalls. For that reason, NHTSA has opened a recall query (RQ10-003), requesting additional information from Toyota to more fully understand and evaluate, among other things, whether the scope of the recalls identified (makes, models, and model years) is sufficiently broad.

In addition, the agency is now undertaking a comprehensive look into the safety of electronic throttle control systems in all vehicles sold in the United States equipped with that technology. The National Academy of Sciences will examine the broad subject of unintended acceleration and electronic vehicle controls across the entire automotive industry. Separately, NHTSA has enlisted National Aeronautics and Space Administration scientists with expertise in areas such as computer controlled electronic systems, electromagnetic interference, and software integrity to examine the issue of unintended acceleration specifically in Toyota vehicles. If either study should identify a potential safety-related defect, an investigation will be opened.

Should you encounter a safety-related problem with a motor vehicle or item of motor vehicle equipment in the future, we would appreciate it if you would complete an electronic Vehicle Owner's Questionnaire online at <http://www.nhtsa.dot.gov/ivoq> or call the Auto Safety Hotline at 1-888-327-4236. Also, a summary listing of vehicle owners' complaints, safety recalls, manufacturers' service bulletins, etc. can be obtained at <http://www.nhtsa.dot.gov/cars/problems>.

Sincerely,

A handwritten signature in black ink that reads "Randy Reid". The signature is written in a cursive, flowing style.

Randy Reid, Chief
Correspondence Research Division
Office of Defects Investigation
Enforcement