



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

ODI RESUME

Investigation: DP 19-004
Prompted by:
Date Opened: 09/30/2019 **Date Closed:** 01/21/2021
Investigator: Kareem Habib **Reviewer:** Jeff Quandt
Approver: Stephen Ridella
Subject: Brake Actuator Valve Wear

MANUFACTURER & PRODUCT INFORMATION

Manufacturer: Toyota Motor Corporation
Products: Certain MY 2010-2015 Toyota Prius/Camry HV/Avalon HV
Population: 1,120,507

Problem Description: The brake actuator may experience solenoid valve wear, which may result in a progressive series of symptoms from excessive brake booster pump duty cycle to escalating levels of failsafe operation.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	0	0	0
Crashes/Fires:	0	0	0
Injury Incidents:	0	0	0
Fatality Incidents:	0	0	0

ACTION / SUMMARY INFORMATION

Action: This defect petition has been denied.

Summary:

On September 19, 2019, the Office of Defects Investigation (ODI) received a defect petition from Mr. Roger Hogan requesting that the Agency investigate and recall certain Toyota Prius, Prius PHV, Camry Hybrid and Avalon Hybrid vehicles for a brake actuator valve wear condition covered under Toyota Customer Support Programs ZJB and ZKK (subject CSP's). In support of his request, the petitioner identified 117 NHTSA complaints allegedly related to the subject CSP condition, including 60 reporting crashes.

On September 30, 2019, ODI opened Defect Petition DP19-004 to evaluate the petitioner's request for an investigation. In August 2020, the petitioner notified the Agency that he was withdrawing his petition. Because the petitioner has withdrawn the petition, we are denying the petition as moot and no further analysis of this petition is necessary.

NHTSA is authorized to issue an order requiring notification and remedy of a defect if the Agency's investigation shows a defect in the design, construction, or performance of a motor vehicle that presents an unreasonable risk to safety. 49 U.S.C. §§ 30102(a)(9), 30118. Because the petitioner has with withdrawn the petition, the petition is denied as moot. This action does not constitute a finding by NHTSA that a safety-related defect does not exist. The Agency notes that it is not required to receive a defect petition prior to opening a defect investigation and will take further action if warranted by future circumstances.