

**TOYOTA**  
**TOYOTA MOTOR NORTH AMERICA, INC.**

WASHINGTON OFFICE  
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June 30, 2004

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Mr. Kenneth N. Weinstein  
Associate Administrator for Safety Assurance - NSA-01  
National Highway Traffic Safety Administration  
400 Seventh Street, S.W.  
Washington, D.C. 20590

DEFECT INVESTIGATION  
JUN 30 1 23 PM '04  
RECEIVED

Re: Lexus LS430 Automatic Transmission Issue  
Part 573, Defect Information Report

04V-317  
(4 pages)

Dear Mr. Weinstein:

In accordance with the requirements of the National Traffic and Motor Vehicle Safety Act of 1966 and 49 CFR Part 573, on behalf of Toyota Motor Corporation ["TMC"], we hereby submit the attached Defect Information Report concerning a voluntary safety recall of certain 2004 model year Lexus LS430 vehicles to address an issue with the automatic transmission.

Should you have any questions about this report, please contact Mr. Sid Yokoi or Mr. Chris Santucci at (202) 463-6856.

Sincerely,

TOYOTA MOTOR NORTH AMERICA, INC.



Chris Tinto  
Director

CT:cs  
Attachment

## DEFECT INFORMATION REPORT

1. Vehicle Manufacturer Name:

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

Affiliated U.S. Sales Company

Toyota Motor Sales, USA, Inc. ["TMS"]  
19001 South Western Avenue  
Torrance, CA 90509

2. Identification of Affected Vehicles:

Based on production records, we have determined the affected vehicle population as set forth in the table below.

Make/ Car Line	Model Year	Manufac- turer	VIN		Production Period
			VDS	VIS	
Lexus LS430	2004	TMC	BN36F	40123773 - 40147396	July 29, 2003 through January 14, 2004

Note : Although the involved vehicles are within the above VIN ranges, not all vehicles in these ranges were sold in the U.S.

3. Total Number of Vehicles Potentially Affected:

13,109

4. Percentage of Vehicles Estimated to Actually Experience Malfunction:

Unknown

5. Description of Problem:

In the subject vehicles, a tab on the collar for the planetary gear assembly, an inner part of the automatic transmission, can receive greater force than designed for when the accelerator pedal is operated quickly. This could cause a small piece of metal to be torn from the collar. In the worst case, this small piece of metal may get caught in the parking lock mechanism, causing the parking lock system to be inoperative when the transmission shift lever is placed in the "P"(Park) position.

6. Chronology of Principal Events:

January 2004

TMC received information from the Japanese market concerning the failure of the parking lock system on a Celsior vehicle, and recovered the automatic transmission in question. TMC immediately began an investigation into the cause of the malfunction. As a result of this investigation, it was discovered that a tab was torn off from the collar for the planetary gear assembly inside of the automatic transmission. There were no abnormalities found in the dimensions and the materials of the collar. TMC also checked the manufacturing process of the collar and found that the collar manufactured at the time had no abnormality. Tentatively, we changed the shape of the tab to increase its strength in mid January 2004.

February – June 2004

TMC continued its investigation into the cause of the failure through various vehicle driving conditions. As a result of this further investigation, it was found that the tab can receive greater force than designed for when the accelerator pedal is operated quickly with the automatic transmission in 1st or reverse, and could cause a small piece of metal to be torn from the collar.

TMC investigated the effect that the separated piece of metal could have upon the automatic transmission. As a result of this investigation, TMC found that the function of the collar had no abnormality, but if the small piece of metal gets caught in the parking lock mechanism, the parking lock system could be rendered inoperative when the transmission shift lever is placed in the "P"(Park) position.

As a result, Toyota decided to conduct a voluntary safety recall of all vehicles in the affected range.

This remedy action will also be conducted in Japan, Canada, U.K., Australia, and other countries.

7. Description of Corrective Repair Action:

All known owners of the subject vehicles will be notified by first class mail to return their vehicles to a Lexus dealer to replace the automatic transmission.

Reimbursement Plan for pre-notification remedies

The vehicles involved were built between July 2003 and January 2004. As the owner notification letters will be mailed out well within the active period of the Lexus New Vehicle Limited Warranty ("Warranty"), all involved vehicle owners for this recall would have been provided a repair at no cost under the Lexus's Warranty.

8. Recall Schedule:

Mailing of the owner notifications will commence mid July and be completed before mid August.

Copies of the owner notification and dealer instructions will be submitted as soon as they are available.

Web Release Date: July 21, 2004

Make: LEXUS	Model: LS 430	Year: 2004
NHTSA CAMPAIGN ID Number:	Recall Date: June 30, 2004	
Component: POWER TRAIN:AUTOMATIC TRANSMISSION		
Potential Number of Units Affected: Approximately 13,000		
Manufactured: This condition only affects certain 2004 model year LS 430 vehicles produced from July, 2003 to January, 2004.		
<b>Summary:</b> On certain 2004 Model Year LS 430 vehicles, when the accelerator is operated quickly, a small piece of metal may separate from a retaining collar located in the inner part of the automatic transmission. This small piece of metal may become caught in the parking lock mechanism		
<b>Consequence:</b> In the worst case, this may cause the parking lock system to be inoperative when the transmission shift lever is placed in the "P" (Park) position.		
<b>Remedy:</b> Dealers will replace the transmission. Owners will be notified starting in mid-July, 2004. Owners who take their vehicles to an authorized dealer on an agreed upon service date and do not receive the free remedy within a reasonable time should contact Lexus at 1-800-255-3987.		
<b>Note:</b> Customers can also contact the National Highway Traffic Safety Administration's Auto Safety Hotline at 1-888-DASH-2-DOT (1-888-327-4236).		