TOYOTA

TOYOTA MOTOR NORTH AMERICA, INC.

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January 21, 2010

10V-018
(5 Pages)

Mr. Daniel C. Smith
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Accelerator Pedal Assembly Issue on Certain Vehicles
Part 573, Defect Information Report

Dear Mr. Smith:

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 Toyota Tundra, Sequoia, Avalon, Camry, Corolla, Matrix, RAV4, Highlander, and Pontiac Vibe vehicles. Toyota has determined that a defect exists in the accelerator pedal assembly which may result in the accelerator pedal becoming harder to depress, slower to return, or, in the worst case, mechanically stuck in a partially depressed position.

Should you have any questions about this report, please contact me at (202) 775-1707.

Sincerely,

TOYOTA MOTOR NORTH AMERICA, INC.

Chris Santucci
Manager
Technical & Regulatory Affairs

DEFECT INFORMATION REPORT

1. Vehicle Manufacturer Name:

Toyota Motor Manufacturing, Indiana, Inc. ["TMMI"]
4000 South Tulip Tree Drive, Princeton, IN 47670-4000

Toyota Motor Manufacturing, Texas, Inc. ["TMMTX"]
1 Lone Star Pass San Antonio, Texas 78264-3413

Toyota Motor Manufacturing Kentucky, Inc.["TMMK"]
1001 Cherry Blossom Way, Georgetown, KY 40324

Toyota Motor Manufacturing Canada Inc. ["TMMC"]
1055 Fountain Street North, Cambridge, Ontario, Canada N3H 5K2

New United Motor Manufacturing, Inc. ["NUMMI"]
45500 Fremont Boulevard Fremont, CA 94538-6368

Subaru of Indiana Automotive, Inc. ["SIA"]
5500 State Road 38 East, Lafayette, Indiana 47905

Affiliated U.S. Sales Company

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

General Motors Corporation Global Headquarters ["GM"]
100 Renaissance Center Drive, PO. Box 100 Detroit, MI 48265

Component Containing Defect

Accelerator Pedal Assembly containing a Friction Lever made of PPS or PA46 materials
CTS Corporation
Streetsville, ON. L5M1Y9

2. Identification of Affected Vehicles:
Based on production records, we have determined the affected vehicle population as in the table below.

Make/ Car Line	Model Year	Manufac-turer	VIN		Production Period
			VDS	VIS	
Toyota Tundra	2007 - 2008	TMMI	TBD	TBD	TBD
	2007 - 2010	TMMTX	TBD	TBD	TBD
Toyota Sequoia	2008 - 2010	TMMI	TBD	TBD	TBD
Toyota Avalon	2005 - 2010	TMMK	TBD	TBD	TBD
Toyota Camry	2007 - 2010	TMMK SIA	TBD	TBD	TBD
Toyota Corolla	2009 - 2010	TMMC NUMMI	TBD	TBD	TBD
Toyota Corolla Matrix	2009 2010	TMMC	TBD	TBD	TBD
Toyota RAV4	2009 2010	TMMC	TBD	TBD	TBD
Toyota Highlander	2010	TMMI	TBD	TBD	TBD
Pontiac Vibe	2009 2010	NUMMI	TBD	TBD	TBD

3. Total Number of Vehicles Potentially Affected:

As noted in item 2 above, Toyota is still in the process of determining the scope of the affected vehicle population. We currently estimate that there are about 2.3 million vehicles identified in item 2, above; however this estimate is subject to change as Toyota refines the number of affected vehicles by model.

4. Percentage of Vehicles Estimated to Actually Experience Malfunction:

Unknown

5. Description of Problem:

Due to the manner in which the friction lever interacts with the sliding surface of the accelerator pedal inside the pedal sensor assembly, the sliding surface of the lever may become smooth during vehicle operation. In this condition, if condensation occurs on the surface, as may occur from heater operation (without A/C) when the pedal assembly is cold, the friction when the accelerator pedal is operated may increase, which may result in the accelerator pedal becoming harder to depress, slower to return, or, in the worst case, mechanically stuck in a partially depressed position. In addition, some of the affected vehicles' pedals were manufactured with friction levers made of a different material (PA46), which may be susceptible to humidity when parked for a long period in hot temperatures. In this condition, the friction when the accelerator pedal is operated may increase, which may result in the accelerator pedal movement becoming rough or slow to return. In light of the similarity with one of the symptoms described above that are associated with the PPS material, Toyota has decided to include these vehicles in the defect determination.

6. Chronology of Principal Events:

March 2007 – June 2008

Starting in March 2007, Toyota received field technical information regarding reports of accelerator pedals demonstrating symptoms such as rough operation or being slow to return to the idle position. These reports were limited to one model (Tundra), and the accelerator pedal assemblies in those vehicles contained a friction lever made of the PA46 material. Toyota's investigation found that the PA46 material was susceptible to humidity, which could cause the friction lever to absorb moisture and swell. Environmental testing was conducted in order to understand the full impact of the swelling of the friction lever due to humidity. In February 2008, the material of the friction arm was changed to PPS while investigations continued. In June 2008, Toyota concluded that while accelerator pedal feeling could change under certain conditions, Toyota considered it to be a drivability issue unrelated to safety.

December 2008 – August 2009

Toyota received field technical information from the European market which indicated reports of accelerator pedal sticking on vehicles equipped with pedals containing the PPS material. The reports predominantly involved right hand drive versions of the Toyota Aygo and Yaris vehicles. Toyota began a detailed investigation with an evaluation of returned accelerator pedals in March 2009. Internal inspection of the sliding surface of the friction lever and the pedal arm was found to be partially smooth. Toyota conducted some duplication tests, and it was found that the internal friction could increase if moisture was attached to the sliding surface of the friction lever as the surface became smooth. This made the accelerator pedal stick in a partially depressed position under the condition where condensation occurs on the accelerator pedal (i.e. for several minutes during heater operation after the engine is started in cold temperatures). In addition, in the condition where A/C is operated, the phenomenon did not occur. At this time, it appeared to be a phenomenon predominantly limited to right hand drive vehicles, without A/C equipment, based on the location of the accelerator pedal and the heater duct. Based on the investigation results above, Toyota lengthened the arm of the friction lever and changed its material to prevent smoothing on all vehicles produced in Europe with the subject accelerator pedals starting in mid-August 2009.

October 2009 – January 2010

Toyota received field technical information from the U.S. and Canadian markets which indicated reports of sticking accelerator pedals had occurred. Toyota recovered parts in order to evaluate the phenomenon. The returned accelerator pedals have the same material friction lever as previously used in the European models (PPS) and, as a result of the internal investigation, Toyota decided to conduct a voluntary safety recall of all vehicles with the subject accelerator pedals. This recall will include vehicles equipped with friction levers made with PPS material, as well as with the PA46 material, which was associated with the rough operation or slow to return symptoms.

7. Description of Corrective Repair Action:

Toyota will inform the details of the repair action as soon as it is available.

Reimbursement Plan for pre-notification remedies

TBD

8. Recall Schedule:

TBD

9. Distributor/Dealer Notification Schedule:

TBD