

RECEIVED

By Recall Mgt Div. at 2:17 pm, Feb 09, 2010

10V-040
(4 pages)

TOYOTA

TOYOTA MOTOR NORTH AMERICA, INC.

WASHINGTON OFFICE

601 THIRTEENTH STREET, NW, SUITE 910 SOUTH, WASHINGTON, DC 20005

TEL: (202) 775-1700

FAX: (202) 463-8513

February 9, 2010

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

Re: 2010 MY Toyota Camry Brake Tube
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 Camry vehicles to address an issue with the left rear brake tube.

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, Kentucky, Inc. ["TMMK"]
 1001 Cherry Blossom Way Georgetown, Kentucky, 40324

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, California 90509

Component Containing Defect
 Power Steering Pressure Hose Assembly
 JTEKT Automotive Tennessee – Vonore Co.
 55 Excellence Way, Vonore, Tennessee, 37885

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

Make/ Car Line	Model Year	Manufac- turer	VIN		Production Period
			VDS	VIS	
Camry	2010	TMMK	BF3EK	AU001018~AU001021	2009/3/5~ 2009/3/26
				AU500012~AU503262	
		SIA	BF3EK	AR001024~AR012346	2009/2/5~ 2009/3/25

Note: (1) Although the involved vehicles are within the above VIN ranges, not all vehicles within these ranges were sold in the U.S.

(2) The 2010MY Camry vehicles equipped with the 2AR-FE engine are also produced in Japan. However, those vehicles are not affected by this issue due to a different supplier of the subject component.

3. Total Number of Vehicles Potentially Affected:
 2010 MY Camry: 7,314 units.
4. Percentage of Vehicles Estimated to Actually Experience Malfunction:
 Unknown

5. Description of Problem:

Due to the improper length of the power steering pressure hose on vehicles equipped with the 2AR-FE engine, there is a possibility that the gap between the crimp on the pressure hose and the brake tube for the left rear brake may be insufficient. If the vehicle is continuously operated in this condition, the brake tube may interfere with the crimp and may wear. In the worst case, the brake tube may become perforated, which could result in brake fluid leakage.

6. Chronology of Principal Events:

March 2009 – January 2010

During the random inspection process at the vehicle factory, a worker discovered an abnormal noise from the power steering system on a vehicle. As a result of an investigation of the cause of the noise, it was found that the crimp on the power steering pressure hose was interfering with the brake tube for the left rear brake. Toyota immediately inspected the gap between the crimp on the pressure hose and the brake tube on stock vehicles in the factory and increased the gap if it was small. Toyota investigated the pressure hoses and the brake tubes, and, as a result, it was found that the length of the pressure hose for the 2AR-FE engine was longer than its specification, which caused the insufficient gap between the hose and the brake tube. Toyota then started to inspect the length of the pressure hose and the gap for each production vehicle.

Toyota investigated the movement of the pressure hose and the brake tube on a vehicle. As a result, it was confirmed that there is a possibility that the crimp on the pressure hose may interfere with the brake tube when the engine moves widely, such as on wavy and sloping roads, if there is the insufficient gap. Toyota evaluated the durability of the brake tube, and it was found that the brake tube eventually could become perforated. Also, Toyota evaluated the braking system performance on a vehicle when the brake tube becomes perforated, in order to investigate the effects on the vehicle if there is insufficient gap. As a result of the evaluation, it was confirmed that there is a possibility that, in the worst case, the brake tube may become perforated, which could result in brake fluid leakage. In such a case, the brake pedal stroke may increase and vehicle stopping performance may be degraded.

February 2010

As a result of the investigations above, and although Toyota have not received any field technical reports identifying this condition, Toyota decided to conduct a voluntary safety recall of all vehicles with the 2AR-FE engine within the affected range.

This safety campaign will also be conducted in Canada and Mexico.

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 Toyota dealer for an inspection.

Based on the inspection, one of the following actions will be taken, at no cost to the vehicle owner:

1. If scuff marks exist on the brake tube, the brake tube will be replaced. Afterward, the gap between the crimp on the pressure hose and the brake tube will be adjusted to 0.43in. (11mm) or greater by adjusting the position of the power steering pressure hose.
2. If the brake tube has no damage and the gap between the crimp on the pressure hose and the brake tube is less than 0.43in. (11mm), the gap will be adjusted to 0.43in. (11mm) or greater by adjusting the position of the power steering pressure hose.
3. If the gap between the crimp on the pressure hose and the brake tube is 0.43in. (11mm) or greater, no action is necessary.

Reimbursement Plan for pre-notification remedies for Toyota

As the owner notification letters will be mailed out well within the active period of the Toyota New Vehicle Limited Warranty (“Warranty”), all involved vehicle owners for this recall would have been provided a repair at no cost under the Toyota’s Warranty.

8. Recall Schedule:

Toyota’s mailing of the owner notifications will commence in middle of March and be completed in late March 2010.

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

9. Distributor/Dealer Notification Schedule:

Toyota’s notifications to distributors/dealers will be sent in the middle of February 2010.