

RECEIVED

By Recall Management Division at 7:43 am, Dec 14, 2010

TOYOTA

TOYOTA MOTOR NORTH AMERICA, INC.

10V-620
(4 Pages)

WASHINGTON OFFICE

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

TEL: (202) 775-1700

FAX: (202) 463-8513

December 13, 2010

Mr. Daniel C. Smith
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
1200 New Jersey Ave, SE - Room W45-306
Washington, D.C. 20590

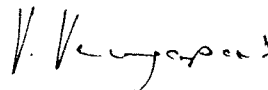
Re: 2011 MY Toyota Sienna Stop Lamp Switch Bracket
Part 573, Defect Information Report

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 Sienna vehicles to address an issue with the stop lamp switch bracket.

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

Sincerely,



Vinnie Venugopal
General Manager
Toyota Motor Engineering & Manufacturing
North America, Inc.

DEFECT INFORMATION REPORT

1. Vehicle Manufacturer Name:

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

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 in the table below.

Make/ Car Line	Model Year	Manufac- turer	VIN		Production Period
			VDS	VIS	
Toyota Sienna	2011	TMMI	**3DC	BS001016- BS094408	Dec. 22, 2009 Through Nov. 04, 2010

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

No other Toyota or Lexus models sold in the United States have a brake stop lamp switch bracket in the same location relative to the parking brake pedal as the subject vehicles. The supplier of the Brake Pedal Support Assembly to which the stop lamp switch described below is attached is Toyotetsu Mid-America, LLC, 3100 Airpark Drive Owensboro, KY. 42301 (Phone number 270-687-9005).

3. Total Number of Vehicles Potentially Affected:

94,126

4. Percentage of Vehicles Estimated to Actually Experience Malfunction:

Unknown

5. Description of Problem:

In the subject vehicles, the brake stop lamp switch is mounted on a small bracket welded on the left side of the service brake pedal support assembly. The bracket is relatively close to the parking brake pedal when the parking brake is fully applied. Due to its proximity to the parking brake pedal, in limited circumstances the stop lamp switch bracket could be damaged by the operator's foot during parking brake application. Depending on the amount of stop lamp switch bracket deformation, this condition could result in the stop lamps remaining on. If the deformation is significant, the service brake could become partially engaged due to contact from the bracket, resulting in brake drag with associated brake noise, vibration, and/or illumination of the brake warning light. If the vehicle operator does not notice these conditions and continues to drive the vehicle, braking effectiveness could be reduced.

6. Chronology of Principal Events:

December 2009 – May 2010

Toyota received a field technical report on a vehicle produced in the pre-mass-production stage from the U.S. market indicating that when the vehicle was offloaded from a transport truck, it was noticed that the brake pedal remained partially engaged and the stop lamps remained on without pedal application due to deformation of the stop lamp switch bracket located on the left side of the brake pedal. Toyota recovered the brake pedal support assembly and bracket from this vehicle and began an investigation. The investigation indicated that the deformation may be caused by a vertical load applied to the stop lamp switch bracket.

To understand potential interaction of an operator's foot with the stop lamp switch bracket and any resulting load applied, Toyota evaluated 25 users of varying sizes. In addition, to understand the potential for bracket deformation during handling and processing of vehicles at the distribution center, Toyota inspected 85 vehicles located at a distribution center and found that 2 out of the 85 vehicles had deformed stop lamp switch brackets. Toyota presumed there was a possibility that the operator's foot may contact the switch bracket when the parking brake was set (each vehicle's parking brake is set at least 5 times during normal processing at the distribution center).

In March, Toyota received additional reports from the field and from distribution centers indicating brake warning light illumination, stop lamps remaining on and/or brake drag due to stop lamp switch bracket deformation. Toyota inspected an additional 679 vehicles in distribution centers and only one vehicle was found with a deformed stop lamp switch bracket. Although Toyota believed that this condition may occur due to some unusual and rare placement of the operator's foot during the setting of the parking brake, Toyota initiated a running change in May 2010 involving a change in the material of the bracket while continuing its analyses.

June 2010 – November 2010

Toyota received additional field reports indicating the illumination of the brake warning light, stop lamps remaining on, and brake drag.

In October, Toyota received a field report indicating brake drag caused by a deformed stop lamp switch bracket that resulted in smoke from the wheel well area.

In early November, a shape change of the bracket was introduced in production. Toyota continued its study of the deformation of the bracket and the effect on braking performance.

Toyota performed duplication tests using brackets with varying degrees of deformation to understand the effect on brake performance due to contact between the bracket and pedal. It was found that, if there is significant deformation of the bracket, the service brake could remain engaged, resulting in brake drag and associated brake noise, vibration, and/or illumination of the brake warning light. It was also observed that in certain circumstances, brake drag caused by bracket deformation could cause excessive heat if the vehicle is driven continuously in this condition and could result in reduced braking performance.

December 7, 2010

Based on field reports and investigation results that confirmed the possibility of brake drag due to bracket deformation, which could result in reduced braking performance if the operator continues to operate the vehicle under these conditions, Toyota decided to conduct a safety recall campaign.

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 Toyota dealer. The dealer will replace the bracket assembly, which includes the brake stop lamp switch bracket, with one of a different shape.

Reimbursement Plan for pre-notification remedies for Toyota and Lexus Vehicles

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 Toyota's Warranty.

8. Recall Schedule:

Toyota will mail an interim owner notification beginning in the middle of January 2011 to advise owners of this recall and the fact that they will receive a future notice when the remedy parts become available to complete repairs. The Part 577 notice to owners will be sent in late February 2011 once the remedy parts become available.

Copies of dealer instructions will be submitted as they are issued.

9. Distributor/Dealer Notification Schedule:

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