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TOYOTA

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February 24, 2011

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

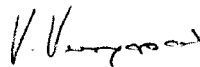
Re: 2006-2007 MY Lexus G300 AWD and GS350 AWD Floor Carpet Pad
Part 573, Defect Information Report

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 Lexus GS300 AWD and GS350 AWD vehicles to address an issue with the floor carpet pad.

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 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 in the table below.

Make/ Car Line	Model Year	Manufacturer	VIN		Production Period
			VDS	VIS	
Lexus/ GS300/ 350	2006 2007	TMC	CH96S CE96S	60001017 – 60021080 70001838 – 70002349	January 6, 2005 through August 10, 2006

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

Only all wheel drive (AWD) vehicles are affected in this campaign.

3. Total Number of Vehicles Potentially Affected:

19,647

4. Percentage of Vehicles Estimated to Actually Experience Malfunction:

Unknown

5. Description of Problem:

In certain 2006 through early 2007 Model Year Lexus GS300 and GS350 AWD vehicles, in the event that the floor carpet around the accelerator pedal is not properly replaced in the correct position after a service operation, there is a possibility that the plastic pad embedded into the floor carpet may interfere with the operation of the accelerator pedal. If this occurs, the accelerator pedal could temporarily become stuck in a partially depressed position rather than return to the idle position.

6. Chronology of Principal Events:

April 2006 – January 2007

In April 2006, Toyota received a field technical report from the U.S. market which indicated that a customer experienced accelerator pedal interference in a subject vehicle while passing another vehicle. A Toyota field technical specialist inspected the vehicle with a dealer technician and found that the plastic pad embedded into the vehicle's floor carpet located at the right side of the accelerator pedal caught on the pedal linkage. Toyota immediately began an investigation and it was confirmed that under normal conditions, there was sufficient clearance between the pedal linkage and the pad to preclude interference with the pedal. In addition, it was confirmed that, although the plastic pad could have interfered with the accelerator pedal linkage if the floor carpet had moved to the left for some reason, this condition is highly unlikely to occur during vehicle use, because the edge of the carpet sufficiently overlaps the lower instrument panel. Toyota found that the vehicle in question had been serviced before the incident and the floor carpet had been removed. Other vehicles had been inspected during this period and no anomalies were found. Therefore, Toyota believed that this was an isolated case. In the meantime, to eliminate any possibility of interference between the pedal linkage and pad, the plastic pad design was modified in August 2006.

April 2007

Toyota received a dealer product report from the U.S. market in April 2007 which indicated the accelerator pedal stuck on the plastic pad on the floor carpet. Toyota could not identify any cause for movement of the floor carpet, but discovered that this vehicle also had received a service operation before the incident that could have affected the carpet.

January 2011

During NHTSA's comprehensive review of unintended acceleration (RQ10-003), Toyota learned of NHTSA's concern about this issue. Toyota examined this issue again, including a review of the field information, service history and the evaluation of vehicles. Toyota could not find any reason that the floor carpet around the accelerator pedal, which is secured by the lower instrument panel, might move toward the pedal, except for the service operation which involves removal of the floor carpet. Thus, this analysis confirmed Toyota's prior conclusion that it is likely that, in both cases, incidents occurred due to improper service operation by a dealer. Toyota has not received any additional field reports about this issue since April 2007, and it is not aware of any trend.

February 21, 2011

In order to confirm our commitment to safety and to address the concerns of NHTSA and our customers, Toyota decided to conduct a voluntary safety recall campaign to modify the plastic pad on all of the subject vehicles.

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 any Lexus dealer for a modification of the plastic pad on the floor carpet at no charge.

Reimbursement Plan for pre-notification remedies

The owner letter will instruct vehicle owners who have had the floor carpet modified or replaced for this condition prior to this campaign to seek reimbursement by mailing a copy of their repair order, proof-of-payment, and proof-of-ownership for reimbursement consideration.

8. Recall Schedule:

TBD

9. Distributor/Dealer Notification Schedule:

TBD