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TOYOTA

Toyota Motor Engineering & Manufacturing North America, Inc.

Vehicle Safety & Compliance
Liaison Office
Mail Code: S-104
19001 South Western Avenue
Torrance, CA 90501

March 7, 2012

Ms. Nancy Lummen Lewis
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
Attn: Recall Management Division (NVS-215)
1200 New Jersey Ave, SE
Washington, D.C. 20590

Re: Certain Toyota Camry & Venza Stop Lamp Switches
Part 573, Defect Information Report

Dear Ms. Lewis:

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 and Venza vehicles to address an issue with the stop lamp switch assembly.

Should you have any questions about this report, please contact me at (310) 468-8551.

Sincerely,

V. Venugopal

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

Enclosures
Part 573, Defect Information Report

DEFECT INFORMATION REPORT

1. Vehicle Manufacturer Name:

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

Affiliated U.S. Sales Company

Toyota Motor Sales, USA, Inc. ["TMS"]
19001 South Western Avenue, Torrance, CA 90501

Manufacturer of Stop Lamp Switch

Panasonic Electronic Devices de Tamaulipas, S.A. de C.V.
Manzana 6, Lote 3, Ave. Industrial del Norte
Parque Industrial del Norte
Cd. Reynosa, Tamaulipas, 88670, Mexico

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/ Venza	2009 - 2011	TMMK	#E###		October 20, 2008(Start of Production) - January 4, 2011
			#K###		
			#A###		
Toyota/ Camry	2009		BE46K		July 1, 2008- Feburary 28, 2009
			BK46K		

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

Only vehicles with the contact-type stop lamp switch installed on TMMK Line 2 during the specific production period mentioned above are affected. Vehicles produced on Line 1 are not affected, because a different stop lamp switch installation process was used. Vehicles with the slide-type switch are also not affected, because, as noted below, this switch type is not susceptible to failure due to silica accumulation.

3. Total Number of Vehicles Potentially Affected:

Toyota Venza: 116,259
Toyota Camry: 70,539

4. Percentage of Vehicles Estimated to Actually Contain the Defect:

Unknown

5. Description of Problem:

During assembly of the contact-type stop lamp switch into the subject vehicles at the plant, silicon grease may have come into contact with the surface of the switch. If the grease reaches the contact surface inside this type switch, silica may be generated, and the contact resistance could increase. If this occurs, warning lamps could be illuminated, a no start condition could result, or the shift lever may not shift from the "Park" position. In some cases, the vehicle stop lamps could become inoperative. This could increase the risk of a crash.

6. Chronology of Principal Events:

June 2009 – August 2010

Toyota received a field technical report from the Canadian market indicating various warning lamps on and the inability to shift from "Park" on a Toyota Venza vehicle. In October 2009 and July 2010, Toyota also received 2 additional field technical reports from the U.S. market indicating the same phenomena.

September 2010 – May 2011

Toyota received a field technical report indicating the master warning lamp on and the vehicle stop lamps inoperative. Investigation of the recovered part revealed that the stop lamp switch was inoperative due to the accumulation of silica on the contact surface. Upon further review, it was found that the stop lamp switch installation process during vehicle assembly had been combined with the parking brake preparation process on TMMK Line 2. This preparation process change, which included the use of silicone grease, took place in July 2008. In January 2011, the installation of the stop lamp switch was again separated from the parking brake preparation process to prevent potential silicone grease contamination.

June 2011 – February 2012

Toyota began to receive an increase in field technical reports for stop lamp switch replacement. Customers reported various phenomena related to the stop lamp switch, with the majority including warning lamp illumination, a no start condition, or the shift lever not shifting from the "Park" position. A small number of vehicle stop lamps inoperative complaints were reported. Toyota continued to collect and investigate field return parts. In many instances, no trouble could be found in the returned parts, or the phenomena were intermittent.

In February 2012, Toyota was able to confirm that the source of contamination was the TMMK Line 2. It was determined that the cause of the stop lamp switch failure was due to

parking brake cable silicone grease accumulation on the exterior of the switch housing from assembly team member's gloves. If the silicone grease reaches the switch contact surface, it will slowly become oxidized and resistance will increase over time. If this occurs, warning lamps could be illuminated, a no start condition could result, the shift lever may not shift from the "park" position, and, in some instances, the vehicle stop lamps could become inoperative. The voltage threshold for warning lamp activation is such that these will likely illuminate before the other phenomena occur. However, it appeared that the trend of vehicle stop lamps becoming inoperative was increasing.

With regard to Camry, only MY2009 vehicles assembled on Line 2 were affected. Beginning in February 2009, a slide-type stop lamp switch was introduced in MY2010 Camry models from start of production when LED type brake lamps were introduced as part of a minor model change. (MY2009 Camry Hybrid vehicles also used a slide-type switch and are not affected.) The slide-type switch is resistant to the accumulation of silica and resulting failure.

February 29, 2012
Toyota decided to conduct a voluntary safety recall on the subject vehicles to replace the stop lamp switch with a new one.

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. The stop lamp switch will be replaced with a new one at no charge.

Reimbursement Plan for pre-notification remedies:

The owner letter will instruct vehicle owners who have paid to have this condition remedied prior to this campaign to seek reimbursement pursuant to Toyota's General Reimbursement Plan.

8. Recall Schedule:

Notifications to the owners will be sent in early April, 2012 and be completed by early May, 2012.
A copy of the draft owner notification letter will be submitted to ODI for review as soon as it is available.

9. Distributor/Dealer Notification Schedule:

Toyota's notifications to distributors/dealers will be sent in early April, 2012.
Copies of dealer communications will be submitted as they are issued.