

September 29, 2014

DEFECT INFORMATION REPORT

1. Vehicle Manufacturer Name:

Toyota Motor Manufacturing de Baja California, S. de C.V. ["TMMBC"]
Carretera Tijuana Tecate Kilometro 143 y 144
Tijuana, Baja California C. P. 22550

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

Toyota Motor Manufacturing California, Inc. ["TMMCA"]
45500 Fremont Blvd., Fremont, CA, 94538

Fabricating Manufacturer (Only TMMCA's Tacoma)

New United Motor Manufacturing, Inc. ["NUMMI"]
45500 Fremont Blvd., Fremont, CA, 94538

Affiliated U.S. Sales Company

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

Manufacturer of the Suspension Assembly

P.T. Chuhatsu Indonesia
Jalan K.H.Noer Ali, Cibuntu, Cibitung Bekasi, Jawa Barat, Indonesia 17520
Telephone: 519-973-7400
Country of Origin: Indonesia

2. Identification of Involved Vehicles:

Based on production records, we have determined the involved vehicle population as in the table below.

Make/ Car Line	Model Year	Manufac- turer	VIN		Production Period
			VDS	VIS	
Toyota/ Tacoma	2005 - 2011	TMMBC, TMMCA, TMMTX	TBD	TBD	TBD

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

(2) Only Pre-Runner and 4x4 vehicles in the above range are involved. Although the other Tacoma models use the same leaf spring assemblies, they are located below the rear axle instead of above it; therefore, the problem described below does not occur. No other Toyota or Lexus vehicles use the leaf spring assembly as the subject vehicles.

3. Total Number of Vehicles Potentially Involved:

Approximately 690,000 units

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

Unknown

5. Description of Problem:

The subject vehicles' rear suspension system contains leaf springs that are constructed of either three or four leaves. There is a possibility that a leaf could fracture due to stress and corrosion. If this occurs and the vehicle continues to be operated, the broken leaf could move out of position and contact surrounding components, including the fuel tank. If the broken leaf contacts the fuel tank repeatedly, it could puncture the tank, and cause a fuel leak. In the presence of an ignition source, this could result in a fire.

6. Chronology of Principal Events:

January 2006-October 2010

Toyota received reports of leaf spring breakage in the involved vehicles in the United States, Canada, and Mexico. In a small number of instances the breakage resulted in secondary damage to the rear brake line and fuel tank contact if the broken spring moved out of position from the stack of three or four leaves that make up the assembly. The first Field Technical Report related to secondary damage to the fuel tank was received in May 2010, which was in regards to a vehicle operated in Canada. Toyota investigated these reports and subsequently made a change in October 2010 to the leaf spring assemblies, adding a clip to help prevent spring movement out of position and secondary damage to the rear brake line and the fuel tank in the event leaf spring breakage occurs.

November 2010 – December 2011

Toyota continued to monitor field complaints. No reports of secondary damage to the fuel tank or rear brake line from vehicles built after the October 2010 improvement were identified.

The occurrence rate of secondary damage to the fuel tank and rear brake line resulting from leaf spring breakage was extremely low, and Toyota judged that it did not constitute a trend in December 2011. When leaf spring breakage occurs, noise from the rear suspension can be noticed, and the fractured spring can also be visible when looking under the rear of the vehicle. In addition, if the rear brake line is damaged, vehicle stopping distance is not significantly affected, because, by design, 80% of braking is accomplished by the front brakes, which cannot be damaged by leaf spring breakage. Toyota closed the investigation and continued to monitor the field data.

May 2014 – September 2014

Toyota received additional reports of leaf spring breakage with vehicles built before the October 2010 improvement. Toyota re-evaluated available field and other data related to broken leaf springs on the subject vehicles. The data indicated that the incidents of leaf spring breakage had increased substantially. Toyota had not received any reports in the U.S. of fuel tank contact by the left side leaf spring since February of 2010, but concluded that, because incidents of leaf spring breaking had increased as the pre-October 2010 vehicles continued in service, the potential for fuel tank damage resulting in fuel leakage has increased. While rear brake line damage could also occur, it was determined that this did not cause a significant reduction in braking performance in these vehicles.

September 23, 2014

After completing the investigation, Toyota decided to conduct a voluntary recall to address the risk of fuel tank damage from leaf spring breakage in the subject vehicles.

As of September 23, Toyota is unaware of any accident, injuries, or fires related to fuel tank leaking due to leaf spring breakage. No Toyota field reports and one warranty claim have been received that relate to potential fuel tank damage from leaf spring breakage in the subject vehicles.

7. Description of Corrective Repair Action:

TBD

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 owners will begin late November, 2014. A copy of the draft owner notification letter(s) will be submitted as soon as it is available.

9. Distributor/Dealer Notification Schedule:

Notifications to distributors/dealers will be sent on September 29th, 2014. Copies of dealer communications will be submitted as they are issued.