

October 12, 2016

DEFECT INFORMATION REPORT

1. Vehicle Manufacturer Name:

Toyota Motor Corporation ["TMC"]
1, Toyota-cho, Toyota-shi, Aichi 471-8571, Japan

Affiliated U.S. Sales Company:

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

Manufacturer of the Parking Brake Cable Assembly:

Chuo Spring Co., LTD
68 Aza Kamishiota, Marumi-cho, Midori-ku, Nagoya-shi, Aichi-Pref., 458-8505, Japan
Telephone: +81-52-623-1111

Country of Origin: Japan

2. Identification of Involved Vehicles and Affected Components:

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

Make/Car Line	Model Year	Manufacturer	Production Period
Toyota / Prius	2016-2017	TMC	August 6, 2015 through October 3, 2016

Applicability	Part Number	Part Name	Component Description
MY2016-2017 Toyota Prius	46420-47100	Cable Assembly, Parking Brake, NO. 2	Parking Brake Cable Rear RH
	46430-47100	Cable Assembly, Parking Brake, NO. 3	Parking Brake Cable Rear LH

- (1) Although the involved vehicles are within the above production period range, not all vehicles in this range were sold in the U.S.
- (2) No other Toyota or Lexus vehicles sold in the U.S. use the same Parking Brake Cable Assemblies as the subject vehicles.

3. Total Number of Vehicles Potentially Involved:

91,585

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

Unknown

5. Description of Problem:

The subject vehicles are equipped with a foot-operated parking brake system containing a parking brake cable and a crank lever which, upon activation, transmit the force of the parking brake pedal to the brake caliper piston. Over time, during normal operation of the vehicle, the cable could disengage, causing the parking brake to become inoperative. If the parking brake does not engage and the transmission is left in a gear other than 'Park' while the ignition is on and the driver leaves the vehicle, the vehicle could roll away, increasing the risk of a crash.

6. Chronology of Principal Events:

Late May 2016 - Early October 2016

In late May 2016, Toyota received a dealer report from the U.S. market indicating a disengagement of the parking brake cable from the rear brake caliper crank lever. Toyota immediately investigated the production history, current production condition, and process inspection record for the vehicle and found no abnormalities that could cause the disengagement of the parking brake cable.

In early and mid June 2016, Toyota received field technical reports from the Japan market indicating a similar condition. The parking brake cable was returned from one of these vehicles for investigation; there were no abnormalities found in the appearance and dimensions of the cable which might explain the incident.

Subsequent to these three reported cases, Toyota received an additional nine reports between mid-June and the end of July from the U.S. and Japan markets indicating the disengagement of the parking brake cable. Toyota conducted duplication testing, focusing the investigation on the possibility of cable disengagement during the operation of the vehicle. It was determined that, during the up-and-down movement of the suspension in the vehicle operation, the parking brake cable could stretch and bend. Over time, the gap between the parking brake inner cable and the crank lever could increase by the subsequent up-and-down movement of the suspension; if the vehicle is driven in certain conditions, such as over bumps, the parking brake cable could disengage from the crank lever, causing the parking brake to become inoperative.

In the involved Prius vehicles, the transmission automatically changes to “Park” when the vehicle is stopped and the ignition is turned off, holding the vehicle in a parked position. In addition, if the driver opens the door to leave the vehicle while a gear is in a position other than “Park” and the ignition is “ON,” a warning buzzer will sound and a warning message will appear on the information display. However, if the transmission is left in a gear other than “Park” while the vehicle is parked with ignition “ON” and the driver exits the vehicle despite the warnings, the vehicle could roll away.

October 6, 2016

Based on the results of the above investigation, Toyota decided to conduct a voluntary safety recall campaign.

As of October 3, based on a diligent review of records, Toyota’s best engineering judgment is that there are 3 Toyota Field Technical Reports and 64 warranty claims (including 29 unverified claims) that have been received from U.S. sources that relate to this condition and which were considered in the decision to submit this report. Multiple counts of the same incident are counted separately.

7. Description of Corrective Repair Action:

All known owners of the involved vehicles will be notified by first class mail to return their vehicles to a Toyota dealer. Toyota dealers will install a clip at the parking brake cable end to prevent the cable from disengaging from the rear brake caliper crank lever.

Reimbursement Plan for pre-notification remedies

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:

Notifications to owners of the affected vehicles will occur by December 11, 2016. A copy of the draft owner notification letter will be submitted as soon as available.

9. Distributor/Dealer Notification Schedule:

Notifications to distributors/dealers were sent on October 11, 2016. Copies of dealer communications will be submitted as they are issued.

10. Manufacturer’s Campaign Number:

G01