

TOYOTA
TOYOTA MOTOR NORTH AMERICA, INC.

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DEFECTS INVESTIGATION

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January 11, 2001

Mr. Kenneth N. Weinstein
Associate Administrator for Safety Assurance – NSA-01
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

01V-012 (01)

Re: Toyota Camry Accelerator Cable
Part 573, Defect Information Report

Dear Mr. Weinstein:

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 a Defect Information Report concerning a safety recall of certain 1998 through 2001 model year Toyota Camry vehicles to address a possible accelerator cable problem.

Should you have any questions about this report, please contact Mr. Mitch Kato of my staff at (202) 775-1707.

Sincerely,

TOYOTA MOTOR NORTH AMERICA, INC.



Chris Tinto
Corporate Manager

TY:mk
Attachment

DEFECT INFORMATION REPORT

1. Vehicle Manufacture Name:

Toyota Motor Manufacturing Kentucky, Inc.["TMMK"]
 1001 Cherry Blossom Way
 Georgetown, KY 40324-5700

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 set forth in the table below.

Make/ Car Line	Model Year	Manufacturer	VIN*		Production Period
			VDS	VIS	
Toyota Camry	1998 to 2000	TMMK	BF22K	WU040550 - YU092059	August 01, 1997 through August 16, 1999
	1998 to 2001		BF22K	WU923577 - 1U962089	July 30, 1997 through November 13, 2000
	1998 to 2000		BF28K	WU039232 - YU092198	July 29, 1997 through August 16, 1999
	1998 to 2001		BF28K	WU921235 - 1U962081	July 25, 1997 through November 14, 2000

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

3. Total Number of Vehicles Potentially Affected:

53,061

4. Percentage of Vehicles Estimated to Actually Experience Malfunction:

Unknown

5. Description of Problem:

For Camry vehicles produced at TMMK, it is possible that the accelerator cable housing may be deformed due to an inappropriate assembly procedure of the accelerator cable at the cruise control actuator-to-throttle body connection. After extended use of the vehicle, the accelerator inner-cable may wear away and eventually break. Should the cable break, the throttle may return to idle or in the worst case remain in its most recent position regardless of accelerator pedal operation. This condition may result in a vehicle accident.

6. Chronology of Principal Events:

Early November 2000

TMMK found abnormal wear of an accelerator inner-cable recovered as a warranty claim part. As a result of further investigation of the part, it was determined that the inner-cable was worn away in the same location as the deformation of the cable housing was observed. TMMK immediately began an investigation of the vehicle assembling process, and found that in Camry vehicles with V6 engines, a line operator in one of two assembling lines (the line 2) had been pulling on the accelerator cable incorrectly during the routing process. It was discovered that during this procedure, the cable could be deformed as a result.

In addition, it was confirmed that the resulting deformation was the same condition found in the recovered accelerator cable.

As a result of its investigation, TMMK immediately changed the accelerator cable routing procedure in assembly line 2 for the V6 Camry, and also began an investigation concerning other vehicles produced in lines 1 and 2. It was later confirmed that there were no problems with other vehicles produced in these lines because the assembling procedure and routing of accelerator cable were different.

In order to conduct a more technical investigation of the failure mechanism, TMMK sent the deformed accelerator cables to Toyota Japan. Based on our examination of the parts, it was determined that an evaluation of endurance performance was necessary to identify if failure could occur during vehicle usage. Endurance tests were conducted for the accelerator cables, and it was determined that there was a possibility that an accelerator inner-cable could be broken after extended use if the cable housing deformation was sufficiently large, due to friction between the inner cable against the deformed outer housing.

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After completion of its technical analysis, Toyota concluded that, for V6 Camrys produced in line 2 at TMMK, the accelerator inner-cable may break after extended use if the cable housing was deformed during the vehicle assembling process. Should the cable break, the throttle may return to idle or in the worst case remain in its most recent position regardless of accelerator pedal operation, and therefore Toyota decided that it would conduct a voluntary safety recall.

7. Description of Corrective Repair Action:

All known owners of the subject vehicles will be noticed by first class mail to return their vehicles to a Toyota dealer for replacement of the accelerator cable.

8. Recall Schedule:

Mailing of the owner notifications will commence on around mid - February and be completed around mid - March of 2001.

Copies of the owner notification and dealer instructions will be submitted as soon as they are available.