

**STATEMENT AND Q&A REGARDING
NHTSA DEFECT PETITION FOR ALLEGED
CAMRY AND CAMRY SOLARA ENGINE SURGE**

(Information as of 09-15-06 V1)

Statement:

The National Highway Traffic Safety Administration (“NHTSA”) received a Defect Petition from one consumer on 08/24/06 alleging that the throttle control system does not properly control engine speed on 2002 through 2006 Model Year Toyota Camry and Solara vehicles. The Defect Petitioner alleges a short duration (1 to 2 second) engine speed increase without accelerator application on six to eight occasions. NHTSA will evaluate the petition for a grant or deny decision.

Please note that no defect has been suggested, nor is there any recall of these vehicles. Toyota is currently cooperating fully with the agency.

Q1: When did NHTSA begin its Defect Petition Investigation?

A1: NHTSA opened the Defect Petition Investigation on September 14, 2006. Toyota received the ODI Resume from the NHTSA on September 15, 2006.

Q2: What vehicles is the scope of NHTSA’s Defect Petition Investigation?

A2: 2002 through 2006 Model Year Camry and Camry Solara vehicles are the focus of NHTSA’s Defect Petition Investigation.

Q3: How many vehicles are involved in the NHTSA Defect Petition Investigation?

A3: There are approximately **XXX** 2002 Model Year Camry and Camry Solara vehicles, **XXX** 2003 Model Year Camry and Camry Solara vehicles, **XXX** 2004 Model Year Camry and Camry Solara vehicles, **XXX** 2005 Model Year Camry and Camry Solara vehicles, and **XXX** Model Year Camry and Camry Solara vehicles manufactured for sale in the United States.

Q4: What prompted the NHTSA to open the Defect Petition Investigation?

A4: NHTSA has received a complaint from one consumer alleging that the throttle system does not properly control engine speed on their 2006 Model Year Toyota Camry. The Defect Petitioner alleges a short duration (1 to 2 second) engine speed increase without accelerator pedal application on six to eight occasions. Additionally, NHTSA notes in the ODI Resume, this consumer previously owned a 2003 Model Year Camry and alleged that this vehicle also exhibited engine surging.

Q5: What seems to be the source of the problem?

A5: It is premature to comment on the cause, Toyota has not received the Defect Petition Inquiry Letter from the NHTSA at this time.

Q6: Is this complaint the only one that you are aware of that have experienced this problem?

A6: Our initial focus is on this complaint reported by NHTSA. However, our investigation will tell us if there are more vehicles involved.

Q7: Is this a recall?

A7: No. This is not a recall. A Defect Petition is an early-stage inquiry to determine if further analysis by the NHTSA (a Preliminary Evaluation) is warranted.

Q8: Didn’t NHTSA previously investigate the Toyota Camry Throttle Control System and what was the result of that investigation?

A8: NHTSA opened a Preliminary Evaluation on March 3, 2004 to investigate 12 consumer complaints alleging that the throttle system did not properly control engine speed on 2002 through 2003 Model Year Toyota Camry, Solara and ES 300 vehicles. NHTSA closed the Preliminary Evaluation on July 22, 2002 because there was no defect trend indicating that an Electronic Throttle

Control failure occurred and NHTSA found nothing abnormal in the control pedal configuration of the subject vehicles.

Q9: Is this the first Defect Petition NHTSA has received requesting an investigation of the Toyota Camry Throttle Control System?

A9: No, NHTSA received one other request for a Defect Petition on July 8, 2005 from a consumer alleging that the throttle system did not properly control engine speed on their 2002 Model Year Toyota Camry vehicle. NHTSA denied the Defect Petitioners request to open (or re-open) the investigation into the electronic throttle control system of the 2002 through 2003 Model Year Toyota Camry, Solara and ES 300 vehicles based on the agencies investigation and an inspection of the Petitioners vehicle on October 5, 2005.

Q10: Why are just these two models involved, are they the only two models that share the same throttle control systems?

A10: Those are the two models listed in the ODI Resume received from NHTSA. Once Toyota receives the Defect Petition Inquiry Letter we should have additional information.

Q11: Have you had any complaints other than the one, and have you had any other lawsuits related to this vehicle throttle control system issue?

A11: This one complaint was actually received by NHTSA. Toyota is currently cooperating fully with the agency to study this complaint. Our investigation will tell us if there are more vehicles involved.

Q12: What if customers have questions or safety concerns regarding this issue, should they go to their dealer?

A12: We remain confident in the safety of these vehicles, but if customers have any concerns at all they should feel free to contact our Toyota and Lexus customer assistance centers.

Toyota Customer Experience Center - 1.800.331.4331

Lexus Customer Satisfaction - 1.800.255.3987