

**EXHIBIT**

**“A”**

**TOYOTA**  
**TOYOTA MOTOR NORTH AMERICA, INC.**

WASHINGTON OFFICE  
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October 26, 2004

Mr. Kenneth N. Weinstein  
Associate Administrator for Safety Assurance – NVS-211  
National Highway Traffic Safety Administration  
400 Seventh Street, S.W, RM 5319  
Washington, D.C. 20590

Re: Toyota Hilux and Hilux Surf Relay Rod  
Foreign Safety Recall/Other Safety Campaign Report

Dear Mr. Weinstein:

In accordance with 49 CFR 579.12, attached is a copy of our Foreign Safety Recall/Other Safety Campaign Report for the Toyota Hilux and Hilux Surf (substantially similar to the Toyota 4Runner and Truck ) vehicles produced at Toyota Motor Corporation for the Japan market.

Should you have any questions about this submission, please contact either Mr. Chris Santucci or Mr. Sid Yokoi of my staff at (202) 775-1707.

Sincerely,

TOYOTA MOTOR NORTH AMERICA, INC.



Chris Tinto  
Director  
Technical & Regulatory Affairs

CT: sy  
Attachment

Date: October 26, 2004

**Foreign Safety Recall / Other Safety Campaign Report**

**Subject: Steering Relay Rod Issue on certain Toyota Hilux and Hilux Surf Vehicles**

**1. Vehicle Manufacturer Name/ Address:**

Toyota Motor Corporation ["TMC"]

**2. Affected Vehicles:**

Make/ Car Line	Model Year*	Countries	Action	Production Period	Number of Vehicles
Toyota Hilux(4WD)	-	Japan	Safety Recall	December 14, 1988	330,496
Toyota Hilux Surf				May 31, 1996	

\*:In Japan, there is no system of Model Year. (Subject Vehicle Production Years are 1988 through 1996.)

**3. Substantially Similar Vehicles sold in the U.S.:**

Make/ Car Line: Toyota 4Runner, Toyota Truck  
Model Year: 1989 through 1996

**4. Description of Problem:**

A fatigue crack may occur on the steering relay rod if the driver maneuvers the steering under conditions where there is high steering effort, e.g. frequent standing full lock turn. If the vehicle is repeatedly used under these conditions for a long duration, the crack could propagate and, in the worst case, the steering relay rod may break, causing a loss of vehicle control.

**5. Description of Corrective Repair Action:**

For all the affected vehicles, the steering relay rod will be replaced.

**6. Determination to Conduct Safety Recall / Safety Campaign:**

- The determination was made by TMC;
- Date of determination to conduct Safety Campaign: October 21, 2004
- Date campaign will commence: later October, 2004

**7. Reason the affected vehicles sold in the U.S. are not involved in this recall:**

TMC has received field information from the Japanese market, but no similar information from the U.S. market has been received. In addition to the different steering linkage design between the right hand drive and the left hand drive vehicles, TMC believes that the unique operation conditions in Japan, such as frequent standing full lock turns, such as for narrow parking spaces and close quarters maneuvering, greatly affects the occurrence of this problem. Therefore the safety campaign is to be conducted in Japan, but TMC is monitoring the field information in other markets.