



Ken Glasser/TMS/Toyota

09/25/2007 06:20 PM

To Kenzo Nishiwaki/TMS/Toyota@Toyota

cc George Morino/TMS/Toyota@Toyota, Hiroaki Sunakawa/TMS/Toyota@Toyota, Jane Beseda/TMS/Toyota@Toyota, Kaoru

bcc

Subject Re: Urgent : NHTSA's question : Prius and other model's AWFM

Nishiwaki-san, I have reviewed the request you provided me today and answered in **bold**.

So they have asked us to provide the following information on the Prius AWFM.

[NHTSA's inquiries]-----

1. The reason for the design change (source, condition etc.)

Improve the mat function as the drivers heel could catch the mat when moving away from the pedal.

2. The detailed description of the design change

Remove Rib section at point closest to Acc Pedal

3. When the design change was made (when the production of the new mat was started)

Prius 12/8/2006 for design change.

#2 : Please provide us with the detail of the design changes, if possible, with design drawing or sketch.
Hardcopy provided for Prius and GS. IS could not be obtained for tonight.

#3 : Please ask Thermoflex when they started to produce the new design mats.

Prius 12/8/2006 for design change.

GS 300/430 2/15/2005 for design change.

IS250 2/15/2007 for design change.

#5 : Please confirm whether similar changes have been made on any other vehicle mats.

If yes, please provide us with the detailed information about the changes. (Make, Model, and the same information as 1. through 3. mentioned above)

(see #1 below)

6. Who was the supplier of older style AWFM? (before TMS started to use the Thermoflex mats, and current Corolla AWFM)

VIAM Manufacturing

1. If the design change of the Prius AWFM relates to the interference with the accelerator pedal, are there any other vehicle mats that have had changes like the Prius case or similar?

Yes.

GS300/430 2WD only. Engineering Change to improve clearance to Acc Pedal.



ECR 05_031 GS300_GS430 Acc Pedal.pdf

1. The reason for the design change (source, condition etc.)

Improve the mat function as the drivers heel could catch the mat when moving away from the

bottom hinged pedal.

2. The detailed description of the design change
Remove Rib section at point closest to Acc Pedal

3. When the design change was made (when the production of the new mat was started)
2/15/2005

IS250/350 2wd only. Engineering change to improve clearance for clutch operation.



ECR 06_164 IS250 MT Clutch Pedal.pdf

1. The reason for the design change (source, condition etc.)
Improve the mat function as the drivers heel could catch the mat when moving away from the clutch pedal.

2. The detailed description of the design change
Change leading edge of mat near clutch section.

3. When the design change was made (when the production of the new mat was started)
2/15/2007

Kenzo Nishiwaki/TMS/Toyota

Kenzo Nishiwaki/TMS/Toyota

09/25/2007 09:09 AM

To William de Manincor/TMS/Toyota@Toyota, Michael Collinsworth/TMS/Toyota@Toyota, Ken Glasser/TMS/Toyota@Toyota

cc Jane Beseda/TMS/Toyota@Toyota, Mike Reding/Mobile/Toyota@Toyota, George Morino/TMS/Toyota@Toyota, Kaoru Yamamoto/TMS/Toyota@Toyota, Hiroaki Sunakawa/TMS/Toyota@Toyota, Shingo Sasaki/TMS/Toyota@Toyota, shigeyuki_tomizuka@toyota.com

Subject Urgent : NHTSA's question : Prius and other model's AWF

Hi Bill-san

As I mentioned yesterday, we got detail requests from TMC(J-CQE) on the Prius AWM ECI issue. We have to answer to TMC(J-CQE) following matters within today in order to meet NHTSA's request. Please see below E-Mail from J-CQE.

Your quick action would be highly appreciated.

Thanks,
Kenzo Nishiwaki

Kenzo Nishiwaki
Executive Coordinator
Corporate Accessory Department
Toyota Motor Sales, USA, Inc.

Office: (310) 468-3106
Fax: (310) 468-4075
Cell: (310) 292-7662
Email: kenzo_nishiwaki@toyota.com
MAIL DROP: E102

----- Forwarded by Kenzo Nishiwaki/TMS/Toyota on 2007/09/25 08:58 -----



Michiteru
Kato/HINPO/TMC0@TMC0
2007/09/25 01:37

To Kenzo Nishiwaki/TMS/Toyota@Toyota
cc Shigeyuki Tomizuka/TMS/Toyota@Toyota, Fukunori
Ito/E/TMC0@TMC0, Jyunji Ogata/HINPO/TMC0@TMC0,
Kota Funato/E/TMC0@TMC0, Shinichiro
Ogata/HINPO/TMC0@TMC0, Takezo
Oba/HINPO/TMC0@TMC0, Yutaka Atsumi/E/TMC0@TMC0,
Masashi Wada/E/TMC0@TMC0
Subject NHTSA's question : Prius and other model's AWFM

TMS-CAD Nishiwaki-san,

Thank you for your great cooperation and support on the ES & Camry AWFM issue.

I'm sorry for sending this email to you directly. This kind of email (requests to TMS-CAD) should go through TMC-CADD, but as talking to you on the phone today, this is urgent issue.

As you learned from Mr. Yamamoto of PQSS last Friday, NHTSA has been very curious about the Prius AWFM because they found that there are two part numbers for the Prius AWFM and the earlier mats had a different ridge area near the accelerator pedal.

So they have asked us to provide the following information on the Prius AWFM.

[NHTSA's inquiries]-----

1. The reason for the design change (source, condition etc.)
2. The detailed description of the design change
3. When the design change was made (when the production of the new mat was started)
4. Sales volume : pre and post change

In addition

5. If the design change of the Prius AWFM relates to the interference with the accelerator pedal, are there any other vehicle mats that have had changes like the Prius case or similar?
6. Who was the supplier of older style AWFM? (before TMS started to use the Thermoflex mats, and current Corolla AWFM)

#1 : I have already received the answer to this question from you. So no need to respond.
#2 : Please provide us with the detail of the design changes, if possible, with design drawing or sketch.
#3 : Please ask Thermoflex when they started to produce the new design mats.
#4 : I have data of the sale volume by each model which TMS-CAD gave us early this month. So I will use this data. No need to respond.
#5 : Please confirm whether similar changes have been made on any other vehicle mats.
If yes, please provide us with the detailed information about the changes. (Make, Model, and the same information as 1. through 3. mentioned above)
#6 : I received from Wada-san of TMC-CADD the information on the supplier of the previous style mats

used for the ES, IS, Camry, Avalon, Prius.

He said that the supplier was VIAM. So I will give it to NHTSA.

I would like you to provide us with the above information today, Sept. 25.

I'm sorry for the rush, but NHTSA has been waiting for our reply.

Thank you again for your support.

Best regards,

Mitch Kato

//
Michiteru (Mitch) Kato
Project Manager, Government Affairs Group
Vehicle Dept. #1, Customer Quality Engineering Division
TOYOTA MOTOR CORPORATION
TEL : 0565-23-4426, FAX : 0565-23-5730
E-mail : michiteru_kato@mail.toyota.co.jp
//

TOYOTA		ECR #:05-031	
Toyota Motor Sales, U.S.A., Inc.		Type <input checked="" type="radio"/> TMS <input type="radio"/> Supplier	
Genuine Accessories		COST EFFECT: <input checked="" type="radio"/> + <input type="radio"/> - \$0.000	
Engineering Change Request			
Current Part No.: PT908-30050		New Part No.:	
Part Name: Floor Mats		Vehicle: GS300	
Part Description: Front Driver Mat for 2WD models		Other vehicle info.: 2WD GS 430 is also impacted.	
Reason for Change: Not enough clearance around accelerator pedal.			
Change Description: Change design of front floor mat to allow for greater clearance between mat and accelerator pedal.			
Interchangeability Affected?	<input type="radio"/> Yes <input checked="" type="radio"/> No	Drawing Affected	Sample Date: Effective Date:
Company Name: Thermoflex		<input checked="" type="radio"/> Yes <input type="radio"/> No	
TMS Comments: Thermoflex has already provided a fit-up sample with the requested change. TMS has tested and approved this sample. See Fit-Up Report 05-0015. Elsa Alvarez, Jacob Hoffman and Ketan Ranade attended this fit-up. Thermoflex will need to: 1. Provide updated drawings to TMS. 2. Provide updated BOM (referencing this ECR). 3. Provide ISIR samples to TMS.			
Approver Comments entered below:			Part Disposition
Buyer:			<input checked="" type="radio"/> Use <input type="radio"/> Scrap
TOTAL COST DATA			<input type="radio"/> Return <input type="radio"/> Other
	CURRENT	CHANGE	NEW
FOB Cost (numeric)			
DEVELOPMENT Cost (numeric)			
TOOLING Cost (numeric)			
Quality:	This ECR was previously addressed per ECR 04-335. AAN has already been approved, AAN 05-028.		Attach ISIR Checklist File here:
Development Manager:			
Supplier Comments:			
Distribution as Required			
Standard Distribution		<input checked="" type="radio"/> Accessory Dev. - Group 1 <input type="radio"/> Accessory Dev. - Group 3 <input type="radio"/> Accessory Dev. - Group 2 <input type="radio"/> Accessory Dev. - Group 4	
Jacob Hoffman, Elsa Alvarez, Ken Tran, Tyrone Taketa, Daniel Fragoso, Douglas Yamamoto			

02-CAD-E-100 (JMH - 08/19/2005)

ECR
 Request ID KRAE-69HNFW
 Requested By Ketan Ranade
 Request Date 02/11/2005 09:53:57 AM
 Status Closed

Requester: Ketan Ranade
 Approvers: Cyd Miyamoto, Elsa Alvarez, Jacob Hoffman

TOYOTA		ECR #:06-164	
Toyota Motor Sales, U.S.A., Inc.		Type <input checked="" type="radio"/> TMS <input type="radio"/> Supplier	
Genuine Accessories		COST EFFECT: <input checked="" type="radio"/> + <input type="radio"/> - \$0.000	
Engineering Change Request			
Current Part No.: PT908-53050		New Part No.: PT908-(TBD)	
Part Name: Floor Mats		Current Part # <input checked="" type="radio"/> Retain <input type="radio"/> Cancel	
Part Description: Left Front mat		Vehicle: IS250 MY: 2006, 2007	
		Other vehicle info.: manual trans.	
Reason for Change: The L/F all weather mat interferes with the clutch function on vehicles with a M/T.			
Change Description: Modify the tool to remove 50mm from the forward portion of the mat.			
Interchangeability Affected?	<input type="radio"/> Yes <input checked="" type="radio"/> No	Drawing Affected <input checked="" type="radio"/> Yes <input type="radio"/> No	Sample Date: Effective Date:
Company Name:	Thermoflex		
TMS Comments: The online ASG and the load sheets have been updated to identify a conflict with vehicles with M/T. The tool for the L/F mat will be modified to eliminate this conflict. A new p/n will be issued to reflect this change. The current product will be ok for vehicles with A/T and will c/o until replaced with the new p/n. The new p/n will fit both applications and c/o to the following MY.			
Approver Comments entered below:		Part Disposition	
Buyer:	per email dated 10/09/06. Cost impact for tooling change is \$12K & no impact on unit cost - CMY		<input checked="" type="radio"/> Use <input type="radio"/> Scrap <input type="radio"/> Return <input type="radio"/> Other
TOTAL COST DATA	CURRENT	CHANGE	NEW
FOB Cost (numeric)			
DEVELOPMENT Cost (numeric)			
TOOLING Cost (numeric)	\$12,000.00		
Quality:			Attach ISIR Checklist File here:
Development Manager:			
Supplier Comments:			
Distribution as Required			
Standard Distribution		<input checked="" type="radio"/> Accessory Dev. - Group 1 <input type="radio"/> Accessory Dev. - Group 3 <input type="radio"/> Accessory Dev. - Group 2 <input type="radio"/> Accessory Dev. - Group 4	
Jacob Hoffman, Elsa Alvarez, Ken Tran, Tyrone Taketa, Daniel Fragoso, Douglas Yamamoto			

02-CAD-E-100 (JMH - 08/19/2005)

ECR
 Request ID GBUL-6UBJX4
 Requested By Greg Busenkell
 Request Date 10/06/2006 07:52:51 AM
 Status Complete

Requester: Greg Busenkell

Approvers:
 Candace Masuda
 Wes Migletz
 Dave Molina