From: <Scott.Yon@dot.gov>. Sent:8/29/2007 11:51 AM.
To: [-] <CSantucci@tma.toyota.com>.
Cc: [-] <Jeff.Quandt@dot.gov>;<Bill.Collins@dot.gov>.
Bcc: [-] .
Subject: Technical meeting of 8/28/2007.

Chris,

Can you please confirm you have received this email and the four PDF attachments? Thanks.

Thank you for your time yesterday, and please thank Kevin also.

There were some questions and actions discussed at the meeting; I documented below what I understood them to be. Please advise if you have items I've missed, or if you have a different understanding.

1) Next meeting: Toyota was to provide ODI with a proposed date for the next meeting on this issue, per the discussion held between Dan Smith and Chris Tinto (which I understand was primarily focused on 1: notification to other vehicle owners who might be affected by the same/similar issue and 2: next actions, steps towards a solution). Toyotadid not think next week was feasible because it did not allow enough time for preparation. ODI agrees that a delayed date would be acceptable if it will help Toyotacome to the meeting prepared to discuss specific next steps and actions; it is ODIs understanding this is Toyota's intent for delaying the meeting. Can you also advise agenda items Toyotawould like to discuss, who from Toyotawill attend the meeting, and whether anyone from Japanor the Customer Quality Engineering group will be present?

2) VRTC Survey: Toyotaasked about the instruction form that was sent with the VRTC survey. I have a copy of the letter now and will show it to Toyotaat the next meeting. You asked if ODI/VRTC could share the full and actual results of the survey. That request is still being considered; I suggest we make this an agenda item for the upcoming meeting.

3) IllinoisCrash Incident: Toyotaasked for details/history of the mat installed in the crash incident vehicle (the one that resulted in an engine fire). I am currently preparing a memo to file on this incident and ODI's inspection of the vehicle conducted in July. The information you requested will be included in this memo which will be publicly available at our website under EA07010.

4) VRTC Testing: Toyotaasked for additional details, beyond what we discussed, of the testing conducted at VRTC with a 2006 Toyota Avalon. ODI notes that the testing was considered preliminary and that the test vehicle used was the subject of another test program that resulted in its destruction; therefore it is unlikely the data will be released by VRTC. VRTC has since obtained a subject vehicle and plans to do additional testing that will be considered official. I suggest we make this additional testing and Toyota's possible involvement in the testing an agenda item for the upcoming or another meeting.

5) Toyotaengineering responsibility for accelerator pedal and floor mat designs: ODI requested that Toyotaprovide certain information regarding engineering/design responsibility and standard practices for the accelerator and floor

mat. Specifically:

a) identify the engineering group(s) responsible for accelerator pedal and floor mat designs;

i) if different engineering groups have design responsibility for each, describe how the two groups interact together to ensure the combined design functions properly;

b) state what the design requirements are for the accelerator pedal relative to the floor mats including minimum clearances or other physical specifications;

c) state what conditions or requirements are placed on the pedal and mat designs regarding how the pedal and mat interact with each other;

d) state whether Toyotahas a standard practice or engineering standard to test for accelerator pedal interference when the floor mat is unsecured and/or out of position;

e) identify who within Toyotaultimately has final engineering approval/sign-off on the combined design of the accelerator pedal and floor mat

6) Brake Assist for VIN 4T1BK36BX6U068008: ODI requested that Toyotaadvise if this vehicle is equipped with Brake Assist.

7) VOQs for Lexus IS: ODI agreed to provide copies of VOQs for Lexus IS products that may have experienced a problem with floor mat interference. I have attached the two VOQs. Bill Collins was able to speak with one of the complainants and inspect their vehicle (10171756). I am still trying to get in touch with the other complainant.

8) VINs for persons advising they didn't get the ES floor mat notification: ODI agreed to provide this detail. I am still working on this and will try to have further information for the upcoming meeting.

9) Article for Camry fatal accident: ODI agreed to provide a copy of the article we discussed – attached.

10) Article for CVPI throttle control software development: ODI agreed to provide a copy of the article we discussed – attached.

11) New item regarding investigation scope: ODI wants to advise Toyotathat it is considering expanding the scope of EA07010 to include some of the other models and model years of vehicles that may be affected by a floor mat interference concern, such as those we discussed at the meeting. If this were to happen, ODI would issue a new resume reflecting the products added to the investigation, the reports and injuries associated with them, and the reason they have been added. ODI would also add these products to the ODI database making them searchable for web users. Additionally the new resume would probably contain some graphical information (photos or drawings) to better convey the concern under investigation and its possible consequence. ODI plans to advise Toyotafurther prior to taking this action and allowing for some advanced notice.

Feel free to contact me if you have questions or need to discuss anything.

Regards,

Scott

D. Scott Yon

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