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Sent:9/6/2007 2:44 AM

To: [-] Chris Santucci/=WDC/Toyota\_NY@TOYOTA\_NY@TOYOTA@TMCE.

Cc: [-] Takezo Oba/=HINPO/TMC0@TMC0;Christopher Tinto/=WDC/Toyota\_NY@Toyota\_NY@TOYOTA@TMCE;Jyunji Ogata/=HINPO/TMC0@TMC0;Kevin Ro/=WDC/Toyota\_NY@Toyota\_NY@TOYOTA@TMCE;Shinichiro Ogata/=HINPO/TMC0@TMC0

Bcc: [-]

Subject: Re: PRIVILEGED AND CONFIDENTIAL: Meeting with NHTSA - ES350 Floor mats.

Chris,

We are sorry for not responding to following questions yet.

As for the Brake Assist, this vehicle does not have a Brake Assist.

And 2.a) through e), I can respond to these questions now, but can you wait until I will be there(next week)? I will explain them to you.

Thanks,

Mitch

宛先: Takezo Oba/HINPO/TMC0@TMC0@TMCE@TOYOTA

cc: Christopher Tinto/WDC/Toyota\_NY@Toyota\_NY, George Morino/TMS/Toyota@TOYOTA, Hisaaki Kato/WDC/Toyota\_NY@Toyota\_NY, Jyunji Ogata/HINPO/TMC0@TMC0, Kevin Ro/WDC/Toyota\_NY@Toyota\_NY, Michiteru Kato/HINPO/TMC0@TMC0, Shinichiro Ogata/HINPO/TMC0@TMC0

件名: Re: PRIVILEGED AND CONFIDENTIAL::Meeting with NHTSA - ES350 Floor mats

Oba-san,

Attached are the VOQ's. I received the IS ones today, they are the two numbered files. I don't necessarily believe that all of these are related to the AWM, but this is what we have received from NHTSA. NHTSA informed us today that they are considering expanding the investigation officially to include the IS, Camry, Avalon, and Prius.

They also sent me these questions:

1. 4T1BK36BX6U [REDACTED]: Is this vehicle equipped with Brake Assist?
2. 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 Toyota has 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 Toyota ultimately has final engineering approval/sign-off on the combined design of the accelerator pedal and floor mat

Perhaps it is best to discuss this information and our plan for a meeting with NHTSA via videoconference. Since you will meet on Monday regarding this issue, is it better for us to discuss via videoconference on Tuesday (TMA is closed on Monday)? If not, we can discuss tomorrow or Friday. If you want to discuss tomorrow morning (DC time) then email me and I can be at the office by 7 am (8pm TMC time).

