

From: Chris Santucci/=WDC/Toyota_NY. Sent:9/6/2007 1:17 PM.
To: [-] Christopher Tinto/=WDC/Toyota_NY@Toyota_NY;Constance Coombs/=WDC/Toyota_NY@Toyota_NY;Ro, Kevin.
Cc: [-] .
Bcc: [-] .
Subject: Re: Fw: PRIVILEGED AND CONFIDENTIAL::Meeting with NHTSA - ES350 Floormats

Yes, ES350 would have it, and would perform differently than Avalon. Good point to know, as NHTSA tested that Avalon
Regards,

Chris Santucci - Assistant Manager
Technical and Regulatory Affairs
Toyota Motor North America
(202) 463-6856
Sent from my Blackberry

From: Christopher Tinto
Sent: 09/06/2007 04:09 PM
To: Chris Santucci; Constance Coombs; Ro, Kevin
Subject: Re: Fw: PRIVILEGED AND CONFIDENTIAL::Meeting with NHTSA - ES350 Floormats

I am sorry - I thought they were asking about the ES...

Thx sir

Chris Tinto
Vice President, Toyota Motor North America Inc
Sent from Wireless hand held

From: Chris Santucci
Sent: 09/06/2007 04:06 PM
To: Christopher Tinto
Cc: Constance Coombs; Kevin Ro
Subject: Re: Fw: PRIVILEGED AND CONFIDENTIAL::Meeting with NHTSA - ES350 Floormats

Chris,

Mitch is correct, it is optional equipment - bundled in with ABS/VSC. Optional on 2006 Avalon XL grade, but not selected on this vehicle.

Regards,

Chris Santucci - Assistant Manager
Technical and Regulatory Affairs
Toyota Motor North America, Inc.
Ofc (202) 463-6856 Cell (202) 651-1581 Fax (202) 463-8513
email: Chris_Santucci@tma.toyota.com

Note: We cannot receive attachment extensions listed below.
.exe, .com, .pif, .scr, .cmd, .bat, .vbs, .lnk, .htm, .html, .shs, or .zip

Christopher Tinto/WDC/Toyota_NY
09/06/2007 07:53 AM
To chris santucci
cc Kevin Ro/WDC/Toyota_NY@Toyota_NY, constance coombs
Subject Fw: PRIVILEGED AND CONFIDENTIAL::Meeting with NHTSA - ES350 Floormats

Chris:

I think this is wrong. As far as I know, all cars have brake assist now. I presume we are talking about the system that boosts line pressure upon fast application of the brakes, right?

If so, I BELIEVE its in the BASC brochure info - so please get with Connie and check it out.

Thanks...

Best Regards,
Chris

Chris Tinto

Vice President, Technical and Regulatory Affairs, Safety
Toyota Motor North America, Inc.
601 13th St. NW
Suite 910 South
Washington, DC 20005
Phone (202) 463-6824
NEW CELL NUMBER - (202) 412-7822
email: Chris_Tinto@tma.toyota.com

----- Forwarded by Christopher Tinto/WDC/Toyota_NY on 09/06/2007 07:52 AM -----

Michiteru Kato/HINPO/TMC0@TMC0
09/06/2007 05:44 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
Subject Re: PRIVILEGED AND CONFIDENTIAL::Meeting with NHTSA - ES350 Floormats

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 Floormats

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).

Regards,

Chris Santucci - Assistant Manager
Technical and Regulatory Affairs
Toyota Motor North America, Inc.
Ofc (202) 463-6856 Cell (202) 651-1581 Fax (202) 463-8513
email: Chris_Santucci@tma.toyota.com

Note: We cannot receive attachment extensions listed below.
.exe, .com, .pif, .scr, .cmd, .bat, .vbs, .lnk, .htm, .html, .shs, or .zip