SEP 26 2007

U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

1200 New Jersey Avenue SE
Washington, DC 20590

BY CERTIFIED MAIL

Mr. Chris Tinto, Vice President
Toyota Motor North America
601 13th Street, NW
Suit 910 South
Washington, D.C. 20005

NVS-221SSe
OA-124-070921

Dear Mr. Tinto:

The National Highway Traffic Safety Administration (NHTSA) has received complaints concerning potential accelerator control issues on the MY 2007 Tacoma Pickup Truck. It has been reported that the vehicle surges forward when the brake pedal is released, and in some cases the throttle sticks while driving.

The Office of Vehicle Safety Compliance has purchased a MY 2007 Toyota Tacoma pickup, VIN 5TETU62NX7Z[redacted], that we plan to test to the requirements of Federal Motor Vehicle Safety Standard (FMVSS) No. 124, "Accelerator Control Systems," in the next few weeks. Please provide the following information:

1. The number of MY 2007 Tacoma Pickups sold in the U.S. market to the date of this letter, broken down by engine type (4 or 6 cylinders), transmission (Manual or Automatic), and drive (2 or 4 wheel drive).

2. A copy of the test reports and any other data used to certify each of the vehicles identified in item no. 1 to FMVSS 124. It is important that data traces for measured outputs versus time be included.

3. Please complete the enclosed standardized vehicle information/test specifications form 12.

Your response should repeat each question and provide a separate response for each. Your written response referencing "NVS-221SSe/OA-124-070921" must be sent to me via express delivery by the following date:

FORM 12
10/24/2003

VEHICLE INFORMATION/TEST SPECIFICATIONS
FMVSS 124 - Accelerator Control Systems

Requested Information:

1.) A sketch of the driver operated accelerator control system (ACS) starting from the accelerator pedal up to and including the fuel metering device (carburetor, fuel injectors, fuel distributor, or fuel injection pump).

2.) For Normal ACS operation, the method utilized to determine the engine idle state (air throttle plate position, fuel delivery rate, other).

3.) For Fail-Safe operation of the ACS (disconnection or severance), the method utilized to determine return of engine power to the idle state (air throttle plate position, fuel delivery rate, air intake, engine rpm, other)

4.) Is the vehicle ACS equipped with any of the following:
   A. Accelerator Pedal Position Sensor (APS)
   B. Throttle Plate Position Sensor (TPS)
   C. Electronic Control Module (ECM)
   D. Air throttle plate actuator motor

5.) If air throttle plate equipped, is there a procedure which can be utilized by the test laboratory to measure the position of the throttle plate by tapping into the TPS or ECM? If so, please describe.

6.) Point(s) chosen to demonstrate compliance with FMVSS 124 for single point disconnect and severance.

7.) Where applicable, were connections in the ACS beyond the ECM such as the fuel injectors tested for disconnection and severance. If yes, provide details.

8.) Where applicable, were idle return times tested for electrical severance accompanied by shorting to ground? If yes, please provide details.

9.) All sources of return energy (springs) for the accelerator pedal and if applicable, the air throttle plate.

10.) If fuel delivery rate is used to demonstrate return to idle state, provide:
   A. The method used to measure this signal i.e. connection to standard SAE J1587 data bus.
   B. Equipment required to measure signal.
   C. Fuel rate signal output range at the idle state.

11.) Is the ACS equipped with a limp home mode? If yes, provide operation description.

12.) Method by which the test laboratory can record engine RPM by connection to ECM, OBD connector, etc.

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ENCLOSURE B INFORMATION FOR REQUESTS FOR CONFIDENTIALITY

If you consider any portion of your response to be confidential information, 49 CFR Part 512, "Confidential Business Information," requires that you submit these materials in a separate enclosure marked "Confidential," to the Office of Chief Counsel (NCC-30), National Highway Traffic Safety Administration, Room 5219, 400 Seventh St. SW, Washington, D.C. 20590 (See 49 CFR ' 512.4(a)(4)). However, be aware that not all requests for confidentiality are granted. For example, information and test data used by a manufacturer to demonstrate compliance with a Federal Motor Vehicle Safety Standard (FMVSS) are rarely granted confidential treatment. If the agency decides that the material submitted, or portions of that material are not entitled to confidential treatment, the non-confidential material will subsequently be placed in the file and will be available to the public. If you have any questions concerning a confidentiality request, please contact Ms. Heidi L. Coleman, Assistant Chief Counsel for General Law, at (202) 366-1834.

How to request confidential treatment:

You should identify the particular portions of your submission for which you claim confidentiality (See 49 CFR ' 512.4(a)(2)&(3)) and you should stamp or mark the word Aconfidential,@ or some other term that clearly indicates the presence of the information claimed to be confidential, on the top of each page containing such information (See 49 CFR ' 512.4(a)(1)). Please note that you should identify the specific information claimed to be confidential rather than claiming entire pages. Submit the original copy of your response to this letter, in its entirety, including the portions claimed to be and marked Aconfidential,@ to Ms. Heidi Coleman at the address indicated above. You should include with your request a certification stating that you (or your representative) have made a diligent inquiry to ascertain that the submitted information has not been disclosed or otherwise been made public (49 CFR ' 512.4(e)) and submit all information supporting your claim for confidential treatment specified at 49 CFR ' 512.4(b)(3) (See enclosed copy of regulations). The supporting information should, among other things, inform the agency of the period of time for which confidential treatment is being requested (49 CFR ' 512.4(b)(3)(ix)) and describe the particular harm that would result from public disclosure (49 CFR ' 512.4(b)(3)(vi)).

How you should respond to this office if you request confidential treatment:

Submit one copy of your response to this letter, in its entirety, including the portions claimed to be and marked Aconfidential.@ Do not include the certification and information requested in the previous section. In addition, submit one copy of a Apublic version@ of your response, from which portions claimed to be confidential have been redacted (49 CFR ' 512.4(a)(4)). Submit these documents to Ms. Jacobs at the address listed under the due date for your response.

Note: The responses to both offices are required on or before the due date.

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