From: Chris Santucci/=WDC/Toyota_NY. Sent:10/22/2007 11:17 AM.
To: [-] ctinto@tma.toyota.com.
Cc: [-] .
Bcc: [-] .
Subject: Fw: Closing Resume of the Lexus AWFM Investigation.

Lexus ES350 All Weather Floormat Investigation - TMA received the closing resume from NHTSA for the ES350 AWFM investigation. NHTSA points out that the mat must be unsecured to interfere with the accelerator pedal and they discuss a scenario that could potentially lead to an extended, runaway vehicle incident where the brakes can overheat. However, in the last paragraph, they note that this can happen in any vehicle and include a cautionary statement to that effect. As of the publication of this document, the investigation is now officially closed.

Regards,

Chris Santucci - Assistant Manager
Technical and Regulatory Affairs
Toyota Motor North America, Inc.
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----- Forwarded by Chris Santucci/WDC/Toyota_NY on 10/22/2007 02:13 PM -----

Chris Santucci/WDC/Toyota_NY

10/17/2007 03:10 PM To Mitch Kato
cc George Morino/TMS/Toyota@Toyota, Kirk Forsht/TMS/Toyota@Toyota, ctinto@tma.toyota.com, Kevin Ro/WDC/Toyota_NY@Toyota_NY
Subject Closing Resume of the Lexus AWFM Investigation

Attached is a copy of the closing resume of the Lexus ES350 AWFM investigation. I have read it, and it is written very strangely, like a series of random, disconnected thoughts. I don't really know how to write this up, other than the investigation must be closed, because we now have the closing resume.

NHTSA points out that the mat must be unsecured to interfere with the accelerator pedal. They discuss a scenario that could potentially lead to an extended, runaway vehicle incident where the brakes can overheat. They also mention a fatality, but give very few details - like make or model of the vehicle, or whether or not AWFMs were in the vehicle.

They also do not include their blanket statement closing the investigation, nor to they mention their right to re-open if new evidence presents itself. However, in the last paragraph, they note that this can happen in any vehicle and include a cautionary statement to that effect. Please review, and comments are appreciated. I am wondering what others think about this document, and if anyone believes a follow up needs to be made with NHTSA for clarification.

Regards,

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