CONFIDENTIAL DRAFT

STATEMENT AND Q&A REGARDING NHTSA DEFECT PETITION FOR ALLEGED TACOMA ENGINE SURGE

(Information as of 05-14-08 V4)

Statement:
The National Highway Traffic Safety Administration ("NHTSA") has received a private citizen petition on 2006 and 2007 model year Toyota Tacoma vehicles to open a Preliminary Evaluation (PE) Investigation. The petitioner alleges an engine speed increase without accelerator application. Based upon this request, NHTSA has opened a Defect Petition (DP) to review the petitioner's claim and determine whether the claim has merit or not. This is not a Preliminary Evaluation (PE) Investigation or a recall.

Q1: When did NHTSA receive the petition?
A1: NHTSA received the private citizen petition on January 18, 2008.

Q2: When did NHTSA begin its Defect Petition process?
A2: NHTSA opened the Defect Petition on January 31, 2008. Toyota received the NHTSA Defect Petition inquiry letter on February 8, 2008.

Q2a: Is this a recall?
A2a: No. Any private citizen may petition NHTSA to open a Preliminary Evaluation on any vehicle and allegation. The Defect Petition process is NHTSA's formalized procedure to review the private citizen's claim and determine whether it may have merit or not. If NHTSA determines that the claim may have merit, they will open a Preliminary Evaluation.

Q2b: But this is like a Defect Investigation right?
A2b: No. Any private citizen may petition NHTSA to open a Preliminary Evaluation on any vehicle and allegation. The Defect Petition process is NHTSA's formalized procedure to review the private citizen's claim and determine whether it may have merit or not. If NHTSA determines that the claim may have merit, they will open a Preliminary Evaluation.

Q2c: Will this Defect Petition lead to a recall?
A2c: Any private citizen may petition NHTSA to open a Preliminary Evaluation on any vehicle and allegation. The Defect Petition process is NHTSA's formalized procedure to review the private citizen's claim and determine whether it may have merit or not. If NHTSA determines that the claim may have merit, they will open a Preliminary Evaluation. Therefore, it is premature to comment.

Q3: What vehicles are involved in the Defect Petition?
A3: The private citizen submitted the petition on 2006 and 2007 model year Toyota Tacoma vehicles.

Q4: How many vehicles are involved in the NHTSA Defect Petition Investigation?
A4: There are approximately 196,000 2006 and 166,000 2007 model year Toyota Tacoma vehicles manufactured for sale in the United States.

Q4a: If Toyota conducts a recall how many vehicles will be impacted?
A4a: The Defect Petition process is NHTSA's formalized procedure to review the private citizen's claim and determine whether it may have merit or not. If NHTSA determines that the claim may have merit, they will open a Preliminary Evaluation. Therefore, it is premature to comment.

Q4b: When was the current generation Tacoma introduced?
A4b: The current generation Tacoma was introduced in November, 2004, as a '05 model year vehicle.

Q4c: How many current generation Tacoma vehicles have been manufactured?
A4c: As of April, 2008, approximately 616,000 Tacoma vehicles have been manufactured.

Q4d: If Toyota conducts a recall will all 616,000 vehicles be involved?
A4d: The Defect Petition process is NHTSA's formalized procedure to review the private citizen's claim and determine whether it may have merit or not. If NHTSA determines that the claim may have merit, they will open a Preliminary Evaluation. Therefore, it is premature to comment.

Q5: What prompted NHTSA to open the Defect Petition?
A5: NHTSA received a defect petition letter alleging unintended acceleration of their 2006 model year Toyota Tacoma. The purpose of the Defect Petition is to review the petitioner's claim and determine whether the claim has merit or not.

Q5a: A few months ago an investigative reporter (Jeremy Finley) did a story about the "Feds to inspect Tacoma vehicles." Did this investigation result from that story?
A5a: No. NHTSA received a private citizen defect petition letter alleging unintended acceleration of their 2006 model year Toyota Tacoma. The purpose of the Defect Petition is to review the petitioner's claim and determine whether the claim has merit or not.

Q5b: Didn't NHTSA already conduct an investigation on the Toyota Tacoma Accelerator Control System?
A5b: No. Previously, NHTSA did not open a formal investigation to look into these allegations. However, NHTSA did conduct a confirmation test on the 2007 model year Toyota Tacoma for Federal Motor Vehicles Safety Standards (FMVSS) 124 Accelerator Control Systems. Toyota fully cooperated with the agency to support their testing efforts. As a result of the testing, Toyota met all aspects of the requirement.

Q5c: Didn't NHTSA conduct a test of these vehicles?
A5c: In November, 2007, NHTSA conducted FMVSS 124 Accelerator Control Systems testing.

Q5d: What is a FMVSS 124 Accelerator Control System test?
A5d: The FMVSS 124 standard establishes requirements for the return of a vehicle's throttle to the idle position when the driver removes the actuating force from the accelerator control, or in the event of a severance or disconnection in the accelerator control system as specified in the FMVSS 124 standard. As a result of the testing, Toyota met all aspects of the requirement.

Q6: What seems to be the source of the problem?
A6: It is premature to comment. The purpose of the Defect Petition is to review the petitioner's claim and determine whether the claim has merit or not. If NHTSA determines that the claim may have merit, they will open a Preliminary Evaluation.

Q7: Is this complaint the only one that you are aware of that has experienced this problem?
A7: In addition to the complaint reported in the Defect Petition, NHTSA indicated that they have received a total of 32 consumer complaints.

Q7a: Toyota's response to the NHTSA Defect Petition seems to indicate there are 478 complaints related to unintended acceleration. Is this correct?
A7a: The allegations which are the subject of the Defect Petition are broad. Hence, the extraction criteria are also broad. Therefore the complaints include applications where the engine idle speed increased due to activation of the vehicle's air conditioner, when other equipment is turned on and a load is placed on the alternator, the increase in idle speed when the engine is started in cold temperatures, as well as other "normal" reasons.

Q7b: How many of the 478 complaints are related to unintended acceleration?
A7b: As the Defect Petition process is ongoing, Toyota can not provide further specifics at this time.

Q8: Is this a recall?
A8: No. This is not a recall. The purpose of the Defect Petition is to review the petitioner's claim and determine whether the claim has merit or not.

Q9: Didn't Toyota just recall Camry and Lexus ES 350 vehicles for an Accelerator Control System problem?
A9: The Toyota Camry and Lexus ES 350 All Weather Floor Mat Equipment recall involved the Toyota Camry and Lexus ES 350 All Weather Floor Mats designed specifically for the driver's seating position in certain 2007 and early 2008 model year vehicles. In this case, if the optional Toyota Camry or Lexus ES 350 All Weather Floor Mat (either by itself or if it is placed on top of the existing carpeted floor mat) is not secured by the retaining hooks and the mat moves forward, it may interfere with the accelerator pedal returning to the idle position. If the mat is properly secured, it will not interfere with the accelerator pedal.

Q10: Is the Toyota Tacoma equipped with the All Weather Floor Mat of a similar design?
A10: The Toyota Tacoma All Weather Floor Mat is an optional accessory. Although the overall look of the Toyota Tacoma All Weather Floor Mat may look similar to the Lexus ES 350 and Toyota Camry All Weather Floor Mats, differences in the shape, topographical features, and relation to vehicle interior components make them quite different.

Q11: Have you had any complaints other than this one Defect Petition, and have you had any other lawsuits related to Toyota Tacoma's throttle control system issue?
A11: The complaint that prompted NHTSA's Defect Petition was received by NHTSA. Toyota will cooperate fully with the agency to study this complaint.

Q12: What if customers have questions or safety concerns regarding this issue, should they go to their dealer?
A12: We remain confident in the safety of these vehicles, but if customers have any concerns at all they should feel free to contact our Toyota customer Experience Center.
Toyota Customer Experience Center - 1.800.331.4331