



URGENT!

- **NHTSA to Upgrade ES350 Floor Mat Investigation** – TMA received a "heads up" call from NHTSA regarding the agency's intention to upgrade the Preliminary Investigation (PE07-016) into the Lexus ES350 all weather floor mats to an Engineering Analysis (EA). After reviewing Toyota's submission of June 11, the agency felt an upgrade is necessary based on the severity/number of the incidents. Although NHTSA recognizes the efforts we have already made to alert dealers and owners of the potential interference issue, NHTSA also believes the design of the floor mat itself may have some influence in the problem. TMS PR has been notified of the impending public release of the upgrade, and TMA awaits the formal EA letter.

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- **Alliance/NHTSA Chief Counsel Meeting re: Open Petitions** – the Alliance met with NHTSA's Chief Counsel to outline the automakers' urgent need for immediate responses to several outstanding petitions, which includes FMVSS 101, 118, EDRs, etc. Chief Counsel was apologetic, but had no proposal for expediting responses, so given the implications for compliance (e.g. one member noted that they are removing Event Data Recorders from vehicles, since the petition issues remain unresolved), the Alliance will now approach the Administrator's office to apply pressure for responses to these petitions.

Regulatory/Voluntary Standards

- **Compatibility: EVC Follow-up to the NHTSA Briefing** – Based on the July 31 NHTSA status briefing, the Enhanced Vehicle-to-Vehicle Crash Compatibility (EVC) management committee and the FtF TWG met held a debriefing to review next steps. This is a critical decision point for the EVC, since clearly NHTSA wants to soon initiate action to determine a compatibility requirement. Early thoughts are that NHTSA is likely to consider a full lap rigid barrier with a load cell wall (LCW), along with an override barrier for secondary structure, to dynamically measure the voluntary requirements of Option 1 and Option 2. The TWG will meet August 15th to review data and conclusions from LCW testing to determine what recommendation, if any, could be offered to NHTSA. The EVC will meet in late August for a final decision.

Enforcement/Recalls/Compliance/Assessments

- **TMA Proposes Process for "Stars on Cars" Procedures Amongst Affiliates** – For future reference, and to insure good coordination amongst all necessary affiliates, TMA circulated a draft of a process for handling all future "Stars and Cars" information within Toyota. The process includes TMC-PA, TMS, and TMA responsibilities to insure that the NCAP star safety ratings are printed on the Monroney labels for vehicles built thirty days after the receipt of the ratings from NHTSA.
- **IIHS Requests Carry-forward Models** – TMA received a request from IIHS regarding which models will carry forward from their '07 MY front, rear, and side ratings to the '08 MY. TMC and TMA are preparing a response.
- **IIHS Information Request for Top Safety Pick Testing for Scion xD and Highlander** – At IIHS's request, TMC and TMA are preparing test/vehicle information for the Scion xD for front and side testing (on October 11th and 16th respectively), and Highlander for side testing (planned for October 18th), along with information for the soon-to-be-tested Tundra side test on August 28th.

Other

- **Alliance Presentation for Future NHTSA briefing/LATCH Load Test Procedure** – In preparation for a planned briefing with NHTSA and Transport Canada in the near future on CRS issues, the Alliance circulated draft presentation material summarizing WG efforts/positions, including LATCH CRS/child weight limits, LATCH in the center seating position, CRS fitment using both LATCH and vehicle belts, and accessibility and labeling of LATCH anchorages. Also, per TMA-DC request, the Alliance provided a draft test procedure to accompany the data collection template for the dynamic load measurements on vehicle LATCH anchorages.

- **Toyota Meets with WFU CIREN; Attends Case Review** – TMA-DC met with the principal investigators of the Toyota-Wake Forest University School of Medicine CIREN Center to discuss current processes, areas of improvement, and research ideas in preparation for a meeting in late September with TMC and TMA. The case review process has improved dramatically from the previous year, and includes a highly-regarded crash investigator, engineering analyses based on vehicle testing, and increased medical imaging.
- **FCC 77GHz (Stationary Vehicle Radar Emission) Update** - TMA discussed the current status of Toyota's internal investigation of the 77MHz issue with TMC (24F, 2K and GA), for possible future introduction of the advanced safety technology in the U.S. market. Fujitsu Ten (rear PCS) is now claiming that their device would meet the FCC emission limit for the "not in motion" criteria assuming the "average" emission value is used instead of "peak", whereas Denso (full range ACC) maintains its stance that the device would not meet the criteria and the rule needs to be harmonized with IEEE. As for human exposure concerns, 2K and TCRDL are looking into a 1-year collaborative study to prove no adverse effects from 77GHz. TMA is now reviewing TMC's revised action plan and proposal for how to proceed with negotiations with FCC.
- **IIHS to Demonstrate LS460** – IIHS requested TMA to provide a new LS460 for their upcoming Board of Directors meeting in Ruckersville, VA as a display piece. IIHS would like to show its Board the newest advancements found in autos, one of which being the self-parking feature. TMS is looking into vehicle availability.

Media

- **Nissan Announces Alcohol Interlock System in Concept Car** - This week, several national media covered Nissan's newest concept car, which reportedly uses alcohol-detection sensors to check odor, sweat and driver awareness (using an in-car camera), issuing a voice alert from the navigation system for an impaired driver. MADD's CEO applauded Nissan's concept in a public statement. Given TMA's role in the Alcohol Interlock Blue Ribbon Panel, we asked TMC to assess how close to reality this system really is, and TMC responded that current Nissan technology is premature, and TMC testing of most of these concepts resulted in issues which need resolution.
- **Buick Ties Lexus Atop JD Power Durability List** - Buick tied Lexus for the top spot in JD Power & Associates Vehicle Dependability Study. Cadillac & Mercury finished behind Buick & Lexus. Lexus was the top performer in terms of individual vehicle awards. The Hummer brand was the most improved, but it still is a below-average performer. Ford, Chevrolet, Dodge & Chrysler performed below the industry average.
- **Faulty switch prompts recall of 3.6M Fords** - The latest recall involves more than a dozen cars, trucks, vans & SUVs built between 1991 & 2004, including the Ford F-150, Mercury Mountaineer & Lincoln Town Car. The issue involves a speed control deactivation switch manufactured by Texas Instruments, which could cause a vehicle fire if malfunction occurs.