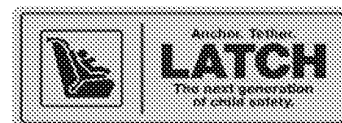


**URGENT!**

- **ES350 Floor Mat Investigation** – TMA received a call from the head of the NHTSA Enforcement office, explaining that NHTSA may now believe that the complaints of jamming of the mat in the pedal may also somehow relate to pedal/floorpan design, allegedly making the pedal more sensitive to mat placement and interference. Therefore, the agency is considering further action from Toyota. Since this is a completely new theory from the agency, we have requested a meeting with the NHTSA engineers for sometime next week to hear the background on their analysis, for further discussion on next steps within TMC.

**Regulatory/Voluntary Standards**

- **Roof Crush, FMVSS 216** – NHTSA informed the Alliance that an SNPRM would be issued by the end of this year – in it, the agency will seek comments on a ‘double platen’ loading test, where the platen is used to crush the roof on one side of the vehicle, then used to crush the roof on the other side. The WG requested that Alliance staff contact NHTSA to determine the test procedure the agency has been using in its research, in order for Alliance members to decide whether any OEM testing will be needed in response to the SNPRM.
- **FMVSS 214 Final Rule Rumored to be Coming Soon** – Reports suggest that the FMVSS 214 side impact upgrade final rule has been cleared by the Office of Management and Budget, and is set to be released by Sept. 28. It is also reported that NHTSA Administrator Nason confirmed in a recent interview that the new standards would be released next month.
- **Compatibility: VW Proposes Quasistatic Measurement** – The Front-to-Front TWG continued reviewing data and conclusions from LCW testing in an urgent attempt to propose a dynamic barrier test to measure primary and secondary structure height to the EVC (and eventually NHTSA). VW proposed a quasistatic load measure of critical loads in the Part 581 bumper zone as a simple alternative to dynamic testing, which is under serious consideration. The TWG will meet again next week to discussion further.
- **TMA Drafts Comments on NHTSA’s Proposed LATCH Message** – After receiving feedback from TMC and TMS, TMA drafted comments, as a basis for potential Alliance comments, regarding the proposed ‘LATCH Awareness Message’ (NHTSA Docket No. 2007-28934). In them, we propose that the message be changed to read: “The current generation of child safety;” along with modifications to the graphic to improve the display of the lower anchor, and to utilize ISO anchor symbols. Comments are due Aug 30, 2007, so we anticipate an Alliance meeting soon to discuss this issue.
- **TMC Questions Related to ESC Carry-Forward Credits, FMVSS 126**– TMA-DC is working with TMC on questions that may impact Toyota’s accrual of carry-forward credits, which focus on certain real-world scenarios, and whether these situations constitute a "malfunction". TMA-DC is investigating these issues and is working to get quick responses, as this may affect early phase-in percentages for the ESC rule.
- **Alliance WG on ESC, FMVSS 126 Petition**– NHTSA requested recommended language on the ‘4x4 Low’ issue, and whether 20 km/h would suffice for a low-speed threshold. The Alliance WG held a meeting where member companies agreed to consider 20 km/h as a low speed threshold, and Ford volunteered to develop 4x4 Low language, including an exemption for engagement of center locking differentials. The language for both of these should be submitted by the end of next week.
- **NHTSA’s Open Petitions** – TMA continues to push for responses to outstanding petitions, and is working with the Alliance, and our NHTSA contacts, to get some indication of the direction of FMVSS 101, 118 and the EDR final rule. We have received some important preliminary information (which has been shared with TMC GA), but the timing of NHTSA’s responses undecided. However, we have also heard that NHTSA counsel recently circulated internal memos inside the agency urging final responses to several of our key priorities.



**Enforcement/Recalls/Compliance/Assessments**

- **2008 MY Rollover NCAP Vehicles Selected** - TMA learned of the vehicles selected for NHTSA’s rollover NCAP testing for the ‘08 MY. The vehicles are: Highlander FWD, AWD, and Hybrid, Sienna AWD, Sequoia FWD and AWD, and Scion xB. Test dates are not yet available, but should be within the next few months.

## Other

- **Advanced Crash Avoidance Technology (ACAT) Research Project** – The Toyota ACAT team held its bi-weekly meeting with NHTSA, and agreed to hold video conferences with TMC every 6 weeks, with continued bi-weekly conference calls between TMA and NHTSA. NHTSA also asked whether Toyota might be able to complete the project earlier than projected by the contract end date (November 2009), in order for the agency to begin analyzing all of the ACAT projects together (Toyota's ACAT project is on the longest timeline). However, TMC believes they will need the entire contract period to finish its work.
- **VII Viability Decision Under Debate** – The VII viability decision criteria and timing continue to be under debate between the VII-C and DOT. The newly formed 'Viability Task Force', under the National VII Coalition, has drafted a high-level criteria document based on DOT's decision timing of March 2008, however, the VIIC, which has been developing its own viability criteria, expressed strong opposition to both the Task Force criteria and DOT's timing, so it seems unlikely that the VII-C and DOT will come to an agreement anytime soon. Toyota is maintaining its distance from the discussion, since we believe the issue should be led by DOT, which contradicts VII-C's position.
- **SAE Hybrid Quiet Car Working Group** – TMA has heard that SAE had formed a new WG to address the quiet car issue, and has urged TMC to consider an appropriate member from Toyota. The issue stems from complaints from sight-impaired persons that these vehicles are difficult to detect due to their lack of noise when operating in electric mode. We have contacted SAE for application information, and are working with TMC on potential membership.
- **TMC Sponsored Research: Upcoming Video Meeting with Virginia Tech** – TMA-DC confirmed agenda items for the August 27th meeting next week between TMC and VT to discuss the results and implications from the recently completed research project on "Pelvic and Thoracic Injury Biomechanics in Side Impact." In addition, VT plans to brief TMC on the status of its current research on "Thoracic Internal Organ Injury."
- **Manufacturers' Briefing Conference on Child Injury Announced** – The Annual Manufacturers' Briefing Conference on child injury research, organized by the Children's Hospital of Philadelphia (CHOP), will take place on December 7, 2007 in Farmington Hills, MI. Topics presented this year will include: belt-restrained children in side impact crashes, child interaction with airbags, LATCH, causes of child death in FARS, and others. Registration materials to arrive via email in September and will be circulated by TMA.