

From: Christopher Tinto/=WDC/Toyota_NY.

Sent:3/29/2007 12:51 PM.

To: [-] Irv Miller.

Cc: [-]

Bcc: [-]

Subject: Fw: *****ES350 NHTSA Investigation OPENED TODAY *****

FYI

----- Forwarded by Christopher Tinto/WDC/Toyota_NY on 03/29/2007 03:50 PM -----

Christopher Tinto/WDC/Toyota_NY

03/29/2007 03:48 PM

To martha voss, Joe Tetherow/TMS/Toyota, PR, Mitch Kato, Shinichiro Ogata/HINPO/TMC0@TMC0, Takezo Oba/HINPO/TMC0@TMC0

cc Kevin Ro/WDC/Toyota_NY@Toyota_NY, Christina Mullen/WDC/Toyota_NY@Toyota_NY, Akira Kanatani/WDC/Toyota_NY@Toyota_NY, chris santucci, Dan Robertson/WDC/Toyota_NY@Toyota_NY, hkato@tma.toyota.com, Robert Barlow, George Morino, Melissa Hoffman/WDC/Toyota_NY@Toyota_NY
Subject *****ES350 NHTSA Investigation OPENED TODAY *****

As expected (see below), NHTSA opened an investigation today (PE07-016) on the '07 ES350 for "accessory floormat interferes with the throttle pedal." The opening resume alleges 5 complaints and 7 injuries.

See attached for opening resume.

Please let us know if you have any questions.

Regards,
Chris

Chris Tinto

Vice President, Technical and Regulatory Affairs, Safety
Toyota Motor North America, Inc.
601 13th St. NW
Suite 910 South
Washington, DC 20005
Phone (202) 463-6824 Fax: (202) 463-8513
email: Chris_Tinto@tma.toyota.com

----- Forwarded by Christopher Tinto/WDC/Toyota_NY on 03/29/2007 03:40 PM -----

Christopher Tinto/WDC/Toyota_NY

03/28/2007 01:05 PM

To martha voss, Joe Tetherow/TMS/Toyota, PR, Mitch Kato, Shinichiro Ogata/HINPO/TMC0@TMC0, Takezo Oba/HINPO/TMC0@TMC0

cc Kevin Ro/WDC/Toyota_NY@Toyota_NY, Christina Mullen/WDC/Toyota_NY@Toyota_NY, Akira Kanatani/WDC/Toyota_NY@Toyota_NY, chris santucci, Dan Robertson/WDC/Toyota_NY@Toyota_NY, hkato@tma.toyota.com, Robert Barlow, George Morino, Melissa Hoffman/WDC/Toyota_NY@Toyota_NY
Subject *****ES350 NHTSA Investigation to be opened *****

Today TMA learned that NHTSA will be opening an investigation into the 2007 Lexus ES350, possibly as early as

tomorrow. NHTSA has received a total of 10 reports of unintended acceleration, 4 of which reported that a crash had occurred. NHTSA has been looking at this issue closely, and have now come to the conclusion that they believe an improperly installed all weather floor mat may be causing the accelerator pedal to stick in the full or partially depressed position.

NHTSA does not know if dealers or customers are the cause of the situation, but nonetheless, believe it is an issue to investigate further, and will announce the opening of a PE.

It is possible that if an owner places an all weather floor mat over the carpeted floor mat (for a total of two floor mats in place at the same time) the all weather floor mat could slide forward, and cause the accelerator pedal to become stuck in a depressed position. Compounding the issue may be the push button start system, as NHTSA believes owners may not fully recognize how to properly shut the vehicle down in an emergency situation. Both the carpeted floor mat and the all weather floormat are to be used in conjunction with retaining clips (but only one at a time) to prevent the mat from moving about the footwell, and, as designed, the retaining clips cannot retain more than one mat at a time.

The all weather mat also includes an embossed warning, instructing owners not to install over the existing floormats. TMA expects an opening resume to be released in the next day or so, with media coverage to soon follow.

Best Regards,
Chris