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**CONFIDENTIAL BUSINESS INFORMATION**

February 5, 2010

VIA E-MAIL
(Hard Copy to Follow)

Ms. Kathleen C. DeMeter
Director, Office of Defects Investigation
Enforcement
U.S. Department of Transportation
National Highway Traffic Safety Administration
1200 New Jersey Avenue SE
Washington, DC 20590

Re: Request for Information & Amended Request for Information of February 1, 2010
EQ10-002

Dear Ms. DeMeter:

We are writing in response to two letters dated and received on February 1, 2010 requesting information about accelerator pedal assemblies manufactured by CTS Corporation ("CTS") in connection with Toyota's January 21 voluntary recall of certain automobiles. The request obliged CTS to respond to the first seven of twenty-three separate requests by February 3, 2010. On February 2, 2010, through our counsel, we requested and received an extension of this initial deadline until February 5, 2010. CTS has done its best to compile complete and accurate information within the extraordinarily short time frame requested by NHTSA, which we assume is driven by the Congressional hearing next week, but it reserves the right to revise, amend and supplement its responses as necessary. It also reserves its objections to certain of the remaining 17 requests, which will be addressed in its response due on March 3.

CTS considers substantial portions of our response contained herein to be confidential business and commercial information as defined in 49 C.F.R. § 512.3 and 5 U.S.C. § 552(b). Accordingly we seek to invoke the protections 49 C.F.R. Part 512. Pursuant to 14 C.F.R. § 512.11, CTS respectfully requests a 10-day extension after submission of this letter to compile the information prescribed in section 512.4. The items requested include the identities of customers, customer part numbers, dates of shipment, quantities shipped to individual customers and other proprietary information that are competitively sensitive or are protected under confidentiality agreements with our customers. CTS respectfully requests that this submission be accorded confidential treatment pursuant to 14 C.F.R. § 512.20 pending our preparation of a completed request and final determination thereof.[1] Given that the subject issues are specific to Toyota products only,

[1] CTS separately reserves the right to seek confidentiality with respect to the March 3 submission when that submission is made.

CTS and its customers (other than Toyota) are concerned that public disclosure of the names of manufacturers and products unaffected by these issues in a list including affected Toyota products could needlessly and irreparably harm consumer confidence in unaffected automobiles and the reputations of these firms.

The responses below are based upon CTS' reasonable investigation and search of records kept in the ordinary course of business.

Subject to the foregoing, CTS responds to the questions 1 through 7 of the Request for Information and Amended Request for Information, as follows:

Request No. 1:

Identify each and every manufacturer of motor vehicles and each and every manufacturer of motor vehicle equipment to which CTS supplied and/or sold accelerator pedal assemblies for use in motor vehicles sold or leased in the United States between 2004 and the present. For each such manufacturer, state: (a) the name of the entity, including the entity's subsidiaries and affiliates, that received CTS accelerator pedal assemblies; (b) the type of manufacturing business (e.g., motor vehicle manufacturer, motor vehicle equipment manufacturer, etc.); and (c) contact information for the manufacturer (including address, phone number, and contact person).

Response to Request No. 1:

Please see Exhibit A, which is attached hereto and incorporated herein by reference.

Source: CTS business records kept in the ordinary course of business. This information was gathered February 2 through 5, 2010.

Request No. 2: Separately, for each manufacturer identified in your answer to number 1, identify the vehicles, by make, model and model year, for which CTS supplied and/or sold accelerator pedal assemblies.

Response to Request No. 2:

Please see Exhibit B, which is attached hereto and incorporated in by reference.

Source: CTS business records kept in the ordinary course of business. This information was gathered February 2 through 5, 2010.

Request No. 3: Separately, for each make, model and model year vehicle identified in your response to number 2, state the accelerator pedal assembly part numbers (Toyota part number and CTS part number) and dates of sale, dates of shipment and, for each, quantity sold and or

shipped. To the extent that a pedal assembly could be used in different model vehicles, in your answer, you may group the vehicles and models in order to state a complete and accurate answer that covers all pedals, part numbers and shipments.

Response to Request No. 3:

Please see Exhibit C, which is attached hereto and incorporated herein by reference. Please note that only pedal assemblies sold to Toyota will have a "Toyota part number"; we have listed the CTS part number and the customer part number for the pedal assemblies sold to other customers. For accounting purposes, CTS generally recognizes sales at the time of shipment.

Source: CTS business records kept in the ordinary course of business, except as otherwise noted on Exhibit C. This information was gathered February 2 through 5, 2010.

Request No. 4:

Identify each and every pedal assembly by CTS part number that CTS has sold or sells that is original equipment, as defined in 49 U.S.C. 30102(b)(1)(C). Identify the entities to which CTS has sold and or shipped each pedal assembly that is original equipment.

Response to Request No. 4:

Please see Exhibit C.

Source: CTS business records kept in the ordinary course of business. This information was gathered February 2 through 5, 2010.

Request No. 5:

Separately, for each accelerator pedal assembly identified in your response to number 4, by Toyota/CTS part number, state whether the accelerator pedal assembly is: (a) a Subject Component, (b) a Similar Component, and/or (c) a Peer Component (as defined above).

Response to Request No. 5:

Please see Exhibit C.[2]

[2] CTS understands the term "friction lever," as used in the definitions section of the Amended Request for Information, to refer to the frictional element in a friction device. A friction device consists of two distinct elements: a frictional element and a structural element. In the case of the Subject Components, the frictional elements were made of PPS or PA46. We assume that it is the frictional elements, rather than the structural elements, that are the focus of your inquiry and we have responded accordingly.

Each customer's pedal assembly is unique in design to match that customer's specifications. In addition to differences in materials, each customer's pedal assembly is also unique with respect to other features, such as physical geometry, dimensions and operational characteristics, which may also vary by model. Toyota's design is unique to Toyota-manufactured vehicles.

Source: CTS business records kept in the ordinary course of business. This information was gathered February 3 through 5, 2010.

Request No. 6:

Identify each and every pedal assembly by CTS part number that CTS has sold or sells that is replacement equipment, as defined in 49 U.S.C. 30102(b)(1)(D). Identify the entities to which CTS has sold and or shipped each pedal assembly that is replacement equipment.

Response to Request No. 6:

CTS has not sold any pedal assemblies that constitute replacement equipment as defined in 49 U.S.C. 30102(b)(1)(D).

Request No. 7:

Separately, for each accelerator pedal assembly identified in your response to number 6, by Toyota/CTS part number, state whether the accelerator pedal assemblies is: (a) a Subject Component, (b) a Similar Component, and/or (c) a Peer Component (as defined above).

Response to Request No. 7:

N/A

Very truly yours,

CTS Corporation

Dennis P. Thornton
Corporate VP & General Manager
CTS Automotive Products

cc: Alexander Ansley (via E-Mail only)