

FEB 19 2013

Toyota Motor Engineering &
Manufacturing North America, Inc.

Vehicle Safety & Compliance
Liaison Office
Mail Code: S-104
19001 South Western Avenue
Torrance, CA 90501

INFORMATION Redacted PURSUANT TO THE FREEDOM OF
INFORMATION ACT (FOIA), 5 U.S.C . 552(B)(6)

February 15, 2013

Mr. Frank S. Borris II, Director
Vehicle Integrity Division, NVS-210
Office of Defects Investigation
National Highway Traffic Safety Administration
1200 New Jersey Avenue, SE, W45-302
Washington, DC 20590

Re: NVS-212-pco; EA12-005

Dear Mr. Borris:

On behalf of Toyota Motor Corporation, this letter is being sent in response to your December 20, 2012 letter regarding EA12-005, a peer vehicle inquiry. Enclosed you will find the complete response and DVD's with the attachments for your convenience.

Please be aware that several of the attachments provided with this response contain confidential and proprietary business information. Therefore, Toyota is submitting a request to NHTSA's Office of Chief Counsel for a determination that those materials are entitled to confidential treatment pursuant to 49 CFR Part 512 and Exemption 4 of the Freedom of Information Act, 5 U.S.C. § 552(b)(4).

Should you have any questions about this response, please contact me at (310) 468-8551.

Sincerely,



Vinnie Venugopal
General Manager
Toyota Motor Engineering & Manufacturing
North America, Inc.

MC:tk
Enclosure

1. **State within the body of the response letter a summary table**, by make, model and model year, the number of subject peer vehicles Toyota has manufactured for sale or lease in the United States. Separately, for each model subject peer vehicle manufactured to date by Toyota, state the following:
 - a. Vehicle identification number (VIN);
 - b. Model;
 - c. Model year;
 - d. Date of manufacture (in “dd/mm/yyyy” date format);
 - e. Date warranty coverage commenced (in “dd/mm/yyyy” date format);
 - f. The State in the United States where the vehicle was originally sold or leased (or delivered for sale or lease);
 - g. The stowed location (e.g., in the rear cargo area, below the cargo area floor, or mounted on the exterior of the rear door, or other location) of the OE supplied spare tire;
 - h. Whether the vehicle was manufactured with a brush guard, skid guard/plate, or other covering for the underside of the fuel tank (i.e., a protective guard);
 - i. Whether the vehicle was manufactured with a tow hitch or tow receiver, and if so the duty/class of the hitch or receiver, and
 - j. Whether the vehicle was manufactured with an electrical harness/connector for trailer lighting purposes.

Provide the table in Microsoft Access 2007, or a compatible format, entitled “SUBJECT PEER VEHICLE PRODUCTION DATA.”

Response 1

The number of subject peer vehicles manufactured for sale or lease in the United States is provided in the following table.

Model	Model Year	Total
Toyota 4Runner	1993	42,257
	1994	71,306
	1995	101,650
	1996	67,370
	1997	128,665
	1998	121,767
	1999	126,972
	2000	132,274
	2001	83,068
	2002	85,147
	2003	101,317
	2004	122,063

	2005	106,846
	2006	104,785
	2007	92,741
	2008	66,409
	2009	8,493
	2010	41,839
	Total	1,604,969

In addition, the detailed information responsive to “a” through “j” is provided electronically on CD-ROM in Microsoft Access 2007 format entitled “SUBJECT PEER VEHICLE PRODUCTION DATA” stored in the folder “Attachment-Response 1.”

Please note that Toyota provided vehicle information in connection with the agency’s Peer Information Request in PE10-031 for many of the same vehicles that are subject of this request. The previous response erroneously provided vehicle production by calendar year rather than model year and also included a model other than the subject peer vehicles. These errors have been corrected in the data provided above.

2. **State the number of each of the following**, received by Toyota, or of which Toyota is otherwise aware, which relate to, or may relate to, the subject condition in the subject peer vehicles:
 - a. Consumer complaints;
 - b. Field reports, including dealer field reports;
 - c. Reports involving a crash, or fire, based on claims against the manufacturer involving a death or injury, and notices received by the manufacturer alleging that a death or injury was caused by a possible defect in a subject peer vehicle;
 - d. Property damage claims;
 - e. Third-party arbitration proceedings where Toyota is or was a party to the arbitration;
 - f. Lawsuits, both pending and closed, in which Toyota is or was a defendant or codefendant.

For subparts “a” through “f” **state the total number of each item** (e.g., consumer complaints, field reports, etc.) separately. Multiple incidents involving the same vehicle are to be counted separately. Multiple reports of the same incident are also to be counted separately (i.e., a consumer complaint and a field report involving the same incident in which a crash occurred are to be counted as a crash report, a field report and a consumer complaint).

In addition, for items “c” through “f,” provide a summary description of the alleged problem and causal and contributing factors and Toyota’s assessment of the problem, with a summary of the significant underlying facts and evidence including any and all photographic evidence, third-party post-crash/inspection reports, deposition materials, etc. For items “c” through “f” identify the parties to the action, as well as the caption, court, docket number, and date on which the complaint or

other document initiating the action was filed, and details of the resolution of the matter.

Include reports in which the subject peer vehicle was struck in the rear by another vehicle, or the subject peer vehicle itself, through its own momentum or movement, struck another vehicle or object, such as a tree, pole, or bridge abutment. As used here, the term rear includes crashes in which the subject peer vehicle is struck by another vehicle, or strikes an object, at an angle that included the rear of the vehicle (i.e., clock points 5, 6, or 7), and is not limited to direct crashes to the rear of the subject peer vehicle. Fire reports where the ignition source was from other than the crash are responsive and are to be included in your response. Reports of fuel leaks or fires where no crash occurred, such as fuel leaks that occur in garages or from punctures from running over objects in the road (but unrelated to a crash), are not within the scope of this request. Also, reports in which the fuel leak or fire originated in the engine compartment area, or where the fire was caused by an electrical issue (e.g., dash wiring or seat heater) or from a non-vehicle related source (e.g., a lit cigarette, or a lit match), as opposed to a crash related fuel leak and fire, are also outside the scope of this request.

Response 2

- a. Toyota is not aware of any consumer complaints that relate to, or may relate to, the subject condition in the subject peer vehicles.
- b. Toyota is not aware of any field reports that relate to, or may relate to, the subject condition in the subject peer vehicles.
- c. Toyota is aware of one incident – the [REDACTED] lawsuit involving a 2010 4Runner described further in subpart f. below-- which relates to, or may relate to, the subject condition in the subject peer vehicles.
- d. Toyota is not aware of any property damage claims that relate to, or may relate to, the subject condition in the subject peer vehicles.
- e. Toyota is not aware of any third-party arbitration proceedings that relate to, or may relate to, the subject condition in the subject peer vehicles.
- f. Toyota is aware of one lawsuit which relates to, or may relate to, the subject condition in the subject peer vehicles. The lawsuit was brought by [REDACTED], individually as the surviving parent of [REDACTED], as the representative of the estate of [REDACTED], individually and as the surviving parent of [REDACTED]. The caption of this lawsuit is [REDACTED], *Individually as the surviving parent of [REDACTED], as the Administrator of the Estate of [REDACTED], Individually and as the surviving parent of [REDACTED], Plaintiffs v. Toyota Motor Corporation, Toyota Motor Manufacturing North America, Inc., Toyota Motor Sales, U.S.A., Inc., Volvo Group North America, Inc., Volvo Trucks North America, a division of Volvo Group North America, Inc., Strick Corporation, Inc., John Fayard Moving & Warehouse, LLC, and Dolphin Line, Inc., Defendants.*

The lawsuit is currently pending in the US District Court in the Northern District of Texas,

Cause No. 3-11CV-0207-N. The lawsuit was originally filed on February 3, 2011, but Toyota first became aware of the accident through a letter sent by [REDACTED] counsel on October 1, 2010. In addition to the claims against Toyota, the [REDACTED] Plaintiffs also made claims against Volvo that the Volvo semi-tractor that struck the 4Runner lacked crash compatibility with the 4Runner; and against the manufacturer, owner and operator of the semi-tractor into which the 4Runner collided, alleging that the trailer lacked an adequate under ride guard. Plaintiffs' settled their claims against the owner and operator of the Volvo tractor in connection with a prior lawsuit.

The accident giving rise to this lawsuit occurred when the Volvo semi-tractor towing a heavily loaded trailer travelling at highway speed crashed into the rear end of the [REDACTED] 2010 Toyota 4Runner, causing significant damage to the 4Runner, and resulting in the 4Runner catching fire. The 4Runner was stationary in traffic at the time the semi-tractor crashed into the rear of the 4Runner. The force of the impact from the heavily loaded Volvo tractor-trailer caused the 4Runner to crash into two other vehicles that were also stopped, including a larger trailer being towed by another semi-tractor. Three of the four occupants of the 4Runner died at the crash scene from impact trauma, while the fourth, the driver of the 4Runner, sustained severe burns in the crash. He died three months later from complications allegedly resulting from the injuries he sustained in the crash.

Toyota contends that the speed and weight of the Volvo tractor-trailer that crashed into the rear of the 4Runner, and the multiple collisions that followed the initial impact, resulted in severe crash forces and an extremely severe compound accident in which the 4Runner caught fire. However, the fire and injuries sustained by the occupants of the 4Runner were not caused by any defect in the 2010 Toyota 4Runner. The case is in the discovery phase, and Toyota's investigation and discovery into the specific cause of the fire and the allegations made by the Plaintiffs are ongoing. Police and other public safety reports, photographs, and other materials related to this matter are provided in response to Request No. 4, below.

3. Separately, for each item (complaint, report, claim, notice, or matter) within the scope of your response to Request No. 2, state the following information:
 - a. Toyota's file number or other identifier used;
 - b. The category of the item, as identified in Request No. 2 (i.e., consumer complaint, field report, etc.);
 - c. Cause: 1) Whether the subject condition occurred due to the failure of or damage to a subject component or 2) Toyota's assessment of the cause of the fire or fuel leak, or 3) whether the subject condition occurred due to an unknown, undetermined, or ambiguous causation.
 - d. Vehicle owner or fleet name (and fleet contact person), address, and telephone number;
 - e. Vehicle's VIN;
 - f. Vehicle's model;

- g. Vehicle's model year;
- h. Vehicle's mileage at time of incident;
- i. Toyota's estimate of the impact speed of the striking vehicle or object that contacted the rear of the subject peer vehicle;
- j. The basis and/or analysis that substantiates the estimate provided in item i;
- k. Incident date;
- l. Report or claim date;
- m. Whether a fire is alleged;
- n. Whether property damage is alleged;
- o. Number of alleged injuries, if any; and
- p. Number of alleged fatalities, if any.

Provide this information in Microsoft Access 2007, or a compatible format, entitled "REQUEST NUMBER TWO DATA."

Response 3

The information "a" through "p" for the matter identified in Request No. 2 above, where available, is provided electronically on CD-ROM in Microsoft Access 2007 format entitled "REQUEST NUMBER TWO DATA" stored in the folder "Attachment-Response 3."

- 4. Produce copies of all documents related to each item within the scope of Request No. 2. The documents requested specifically include, but are not limited to, the following:
 - a. Any police reports relating to, or that may relate to, the crash, fuel leak or fire;
 - b. Any and all accident reconstruction reports and documents prepared by or for Toyota or by or for any other party;
 - c. Any and all reports and exhibits related to the subject condition prepared by expert witnesses in support of a claim against Toyota or in anticipation of testimony in any state or federal proceeding in which Toyota was a party;
 - d. Transcripts and/or video recordings and exhibits of any and all depositions of persons designated as experts in any state or Federal proceeding related the subject condition in which Toyota was a party;
 - e. Transcripts and/or video recordings of any and all depositions of Toyota employees in any state or Federal proceeding relating to the subject condition in which Toyota was a party; and
 - f. Any and all documents consulted, created, or relied upon by Toyota supporting its characterization or conclusions related to the causation of any fuel related leak and/or fire related to the subject condition.

Response 4

Concerning the [REDACTED] matter identified in response to Request No. 2 above, Toyota provides the

following information:

- a. Police and other reports of public safety officials, along with numerous photographs, can be found in the folder “Attachment-Response 4.”
- b. Expert disclosures are not yet due and have not been made by any party in the [REDACTED] matter.
- c. Expert disclosures are not yet due and have not been made by any party in the [REDACTED] matter.
- d. Experts have not been disclosed or deposed in the [REDACTED] matter. However, some of the investigating officers from the Texas Department of Public Safety have been deposed and will likely be designated as experts. Transcripts, videos, and exhibits relating to the depositions of DPS troopers that have been conducted can be found in the folder “Attachment-Response 4.”
- e. There are no responsive documents.
- f. The [REDACTED] case is in the discovery phase, and Toyota's investigation and discovery into the specific cause of the fire and the allegations made by the Plaintiffs are ongoing. Toyota will rely on all documents, including those provided in these Responses, that have been or will be produced in discovery by all parties and non-parties to support its conclusions when the discovery phase is completed.

5. For each subject peer vehicle model and model year, provide the following:

- a. Model, model year, and platform designation;
- b. Type of material the fuel tank is composed of (e.g., HDPE plastic);
- c. Side, rear, and top view drawings showing the placement of the subject components and related components that secure them in the vehicle;
- d. A bottom view drawing or photograph showing the full vehicle undercarriage in the fully built configuration including the locations of the subject components.
- e. Overall length of vehicle (in/cm);
- f. Wheel base (in/cm);
- g. Track width (in/cm);
- h. Curb weight (lb/kg);
- i. Gross vehicle weight rating (lb/kg);
- j. Front gross axle weight rating (lb/kg);
- k. Rear gross axle weight rating (lb/kg);
- l. Interior volume (passenger and storage area);
- m. For any subject peer vehicles manufactured with a fuel tank located behind the rearmost axle, state the horizontal distance (in/cm) from aft most point of the rear axle to forward most point of the fuel tank;
- n. For any subject peer vehicles manufactured with a fuel tank located behind the rearmost axle, state the horizontal distance (in/cm) from aft most point of the fuel tank to the aft most point of the vehicle's rear bumper;

- o. For any subject peer vehicles manufactured with a fuel tank located behind the rearmost axle, state the vertical distance (in/cm) from bottom/lower most surface of the fuel tank to bottom/lower most surface of vehicle's rear bumper at center line position (positive value indicates the tank surface is above bumper, negative value below the bumper);
- p. For any subject peer vehicles manufactured with a fuel tank located behind the rearmost axle, state the vertical distance (in/cm) from the ground/road surface to the bottom/lower surface of i) the vehicle's rear bumper at center line position, and ii) the vehicle's tow hitch at center line position (when equipped with a tow hitch);
- q. If not originally equipped with, whether or not a protective guard for the fuel tank was optionally available, and if so, the part number of the optionally available protective guard; and
- r. Whether the vehicle was equipped with an ORVR/Onboard Refueling Vapor Recovery system.

Response 5

The requested information responsive to “a” through “r” is summarized in Adobe PDF format, entitled “Response 5 Summary” stored in the folder “Attachment-Response 5.”

Responses to “c”, “d”, and “e” through “l” are provided in Adobe PDF format, entitled “Attachment - Response 5-1”, “Attachment - Response 5-2”, and “Attachment - Response 5-3” respectively.

For “c”, Toyota is providing top and side view drawing of right-hand-drive (RHD) vehicles for 1993 - 1995MY, 1996 – 2002MY, and 2003 – 2009MY. (The location of the fuel tank on left hand drive vehicles is the same as on RHD vehicles). Top and side view drawings for 2010MY vehicles do not exist.

For “l”, some of the interior volume information is not available.

Subparts “m” through “q” are not applicable to the subject peer vehicles because the subject peer vehicles were manufactured with a fuel tank located in front of the rearmost axle, and are originally equipped with a protective guard for the fuel tank.

- 6. Describe all assessments, analyses, tests, test results, design studies, studies, surveys, simulations, investigations, inquiries and/or evaluations (collectively, “actions”) that relate to, or may relate to, the subject condition in the subject peer vehicles, and including all testing to Federal Motor Vehicle Safety Standard (FMVSS) No. 301 or any other contemplated or applicable corporate or internal fuel system integrity standards that have been conducted, are being conducted, are planned, or are being planned by, or for, Toyota. For each such action, provide the following information:
 - a. Action title or identifier;

- b. The actual or planned start date;
- c. The actual or expected end date;
- d. Brief summary of the subject and objective of the action;
- e. Results and related documents for FMVSS 301 testing including video and photos;
- f. Engineering group(s)/supplier(s) responsible for designing and for conducting the action; and
- g. A brief summary of the findings and/or conclusions resulting from the action.

For each action identified, provide copies of all documents related to the action, regardless of whether the documents are in interim, draft, or final form. Organize the documents chronologically by action.

Provide copies of any and all internal or corporate fuel system integrity standards used by Toyota in the design and development of the subject vehicles that relate to the subject condition or to fuel system crash integrity in general, including those that exceed the requirements of federal standards or FMVSS 301.

Response 6

With the exception of the defense preparations for the *Greene* lawsuit identified above, there are no specific actions that relate to, or may relate to, the subject condition in the subject peer vehicles. The subject peer vehicles, which comprise 18 model years going back to 1993, have gone through an extensive development process, which includes detailed assessment, analysis, and evaluation of the vehicles' fuel systems. Other than the specific FMVSS 301 testing and subject condition related internal Toyota fuel system integrity standards, we assume the Agency is not seeking identification of all of the actions that are part of the normal development process (for example, the work done leading to the preparation of design drawings). Therefore, at this time Toyota is providing final FMVSS 301 certification test reports and Toyota Engineering Standards, where available, pertaining to rear impact fuel system integrity. If there is additional information that is being sought, we would be pleased to discuss this further with the Agency.

The information being provided is stored in the folder "Attachment-Response 6."

* * *

Data provided in this document is current as of the following dates:

Response		Dates
Response 1	Production Data	1/7/2013
Response 2 - 4	Consumer Complaints	
	Field Reports	
	Dealer Reports	
	3 rd Party Arbitration	
	Lawsuits, Claims and Notices (from Legal Department)	
Response 5		
Response 6		

In the foregoing responses to this Information Request (“IR”), information has been obtained from those departments and employees knowledgeable about the subject matter of this inquiry most likely to have such information in the regular and ordinary course of business. When a particular Request seeks “documents” as defined in the IR, reasonable, good faith searches have been made of corporate records where such documents would ordinarily be expected to be found and to which Toyota would ordinarily refer when looking for such information.

The definitions of “documents” and “Toyota”, however, are unreasonably broad, vague, and ambiguous, and Toyota objects to such definitions, because they exceed a reasonable understanding of such terms. For example, “calendars”, “travel reports”, “contracts” and “personnel records”, to name a few, would not normally contain responsive information pertaining to the alleged condition that is the subject of this inquiry. Toyota has also not provided information from electronic files that require extraordinary or expert means to retrieve that are generally unavailable to the computer user.

In addition, Toyota has not provided information from persons or entities over which it does not ordinarily exercise control, such as independent suppliers and contractors. Toyota also objects to the definition of “Toyota” to the extent it purports to include outside counsel. It would be unduly burdensome to require Toyota to request that outside counsel search files for responsive documents. Moreover, it is highly unlikely that outside counsel would possess any non-privileged documents responsive to this IR that are not already being produced by Toyota. In light of the significant burden and cost associated with canvassing outside counsel for potentially responsive documents and the very low probability of identifying any non-privileged document not already being produced, Toyota has not asked its outside counsel to search for responsive documents.

Toyota understands this IR to seek information on vehicles manufactured for sale in the United States and its territories. Also, we understand documents specifically related to the preparation of the responses are not sought.

The source of information used as a basis for the data in each Attachment, including the date the data were updated and retrieved, is identified above as applicable. If a document itself is the source for the requested information and it is provided, no further source identification is provided. If a document, drawing or component is requested, or if no responsive information is available, we assume no further source identification is called for.

Toyota is not providing privileged documents that may be responsive to this Information Request. With regard to claims of privilege, Toyota understands that it is acceptable to the Agency for Toyota to identify specific categories of privileged documents rather than any specific document within

those categories. These categories include: (a) communications between outside counsel and employees of Toyota's Legal Department, other Toyota employees, or employees of parties represented by Toyota in litigation and claims; (b) communications between employees of Toyota's Legal Department and other Toyota employees, or employees of parties represented by Toyota in litigation and claims; (c) notes and other work product of outside counsel or of employees of Toyota's Legal Department, including work product of employees or consultants done for or at the request of outside counsel or Toyota's Legal Department. For privileged documents that are not included in these categories, if any, Toyota will provide a privilege log identifying any such document under separate cover. Toyota is not claiming a legal privilege for any documents provided with this response; however, Toyota does not waive the legal privilege or work-product protection with respect to other documents that may have been prepared in connection with a specific litigation or claim. In addition, Toyota may assert the attorney-client privilege, or claim protection under the work-product doctrine, for analyses or other documents that may be prepared in connection with litigation or claims in the future.

Toyota understands that NHTSA will protect any private information about persons that is contained in the Attachments to this response, based on privacy considerations. Such private information includes data such as names, addresses, phone or fax numbers, email addresses, license plate numbers, driver's license numbers and the last 6 digits of a vehicle's VIN.

EA12-005

TOYOTA

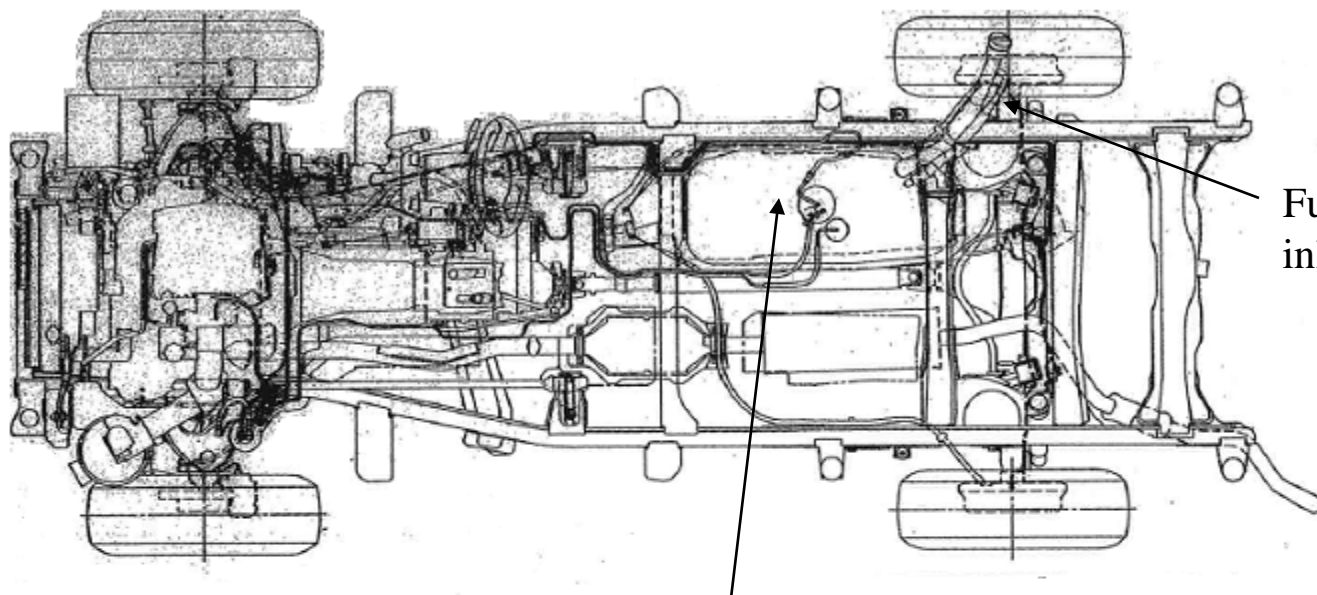
2/15/2013

Attachment-Response 5

a. Model, model year, platform designation	b. Type of Material	c. Side, rear, and top view drawings	d. Bottom view drawing/photograph	e. Overall length of vehicle	f. Wheel base	g. Track width	h. Curb weight	i. Gross vehicle weight rating	j. Front gross axle weight rating	k. Rear gross axle weight rating	l. Interior volume	m~p	q. option guard P/N (if not originally equipped with)	r. ORVR
1993	Steel	See Attachment Response 5-1	See Attachment-Response 5-2	See Attachment-Response 5-3								NA	NA	No
1994	Steel											NA	NA	No
1995	Steel											NA	NA	No
1996	Steel											NA	NA	No
1997	Steel											NA	NA	No
1998	Steel											NA	NA	No
1999	Steel											NA	NA	No
2000	Steel											NA	NA	No
2001	Steel											NA	NA	No
2002	Steel											NA	NA	No
2003	HDPE plastic											NA	NA	Yes
2004	HDPE plastic											NA	NA	Yes
2005	HDPE plastic											NA	NA	Yes
2006	HDPE plastic											NA	NA	Yes
2007	HDPE plastic											NA	NA	Yes
2008	HDPE plastic											NA	NA	Yes
2009	HDPE plastic											NA	NA	Yes
2010	HDPE plastic	Does not exist but similar to MY03-09										NA	NA	Yes

(1) 1993 – 1995MY 4Runner RHD

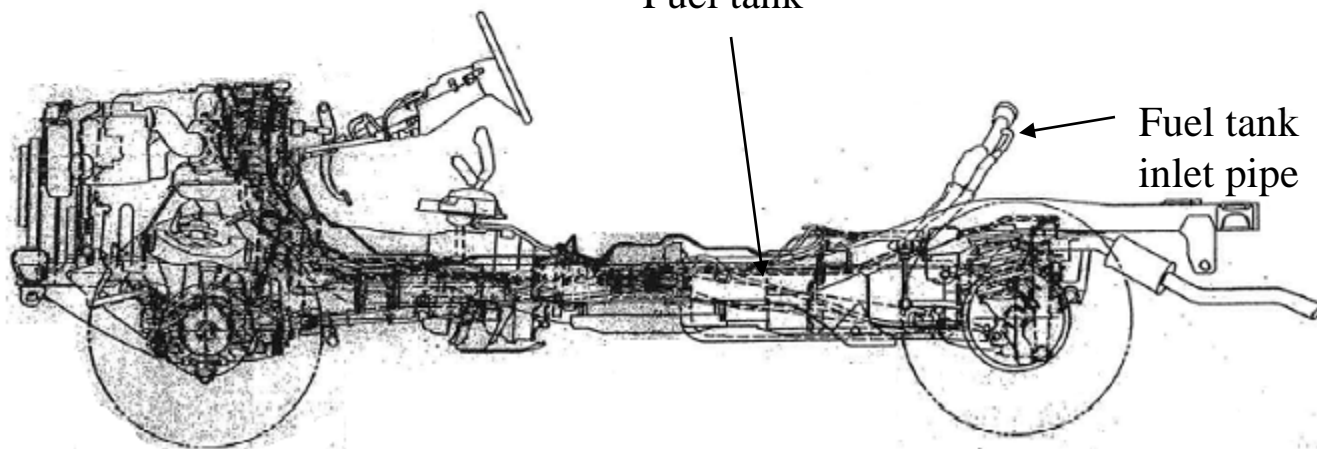
Top view



Fuel tank
inlet pipe

Fuel tank

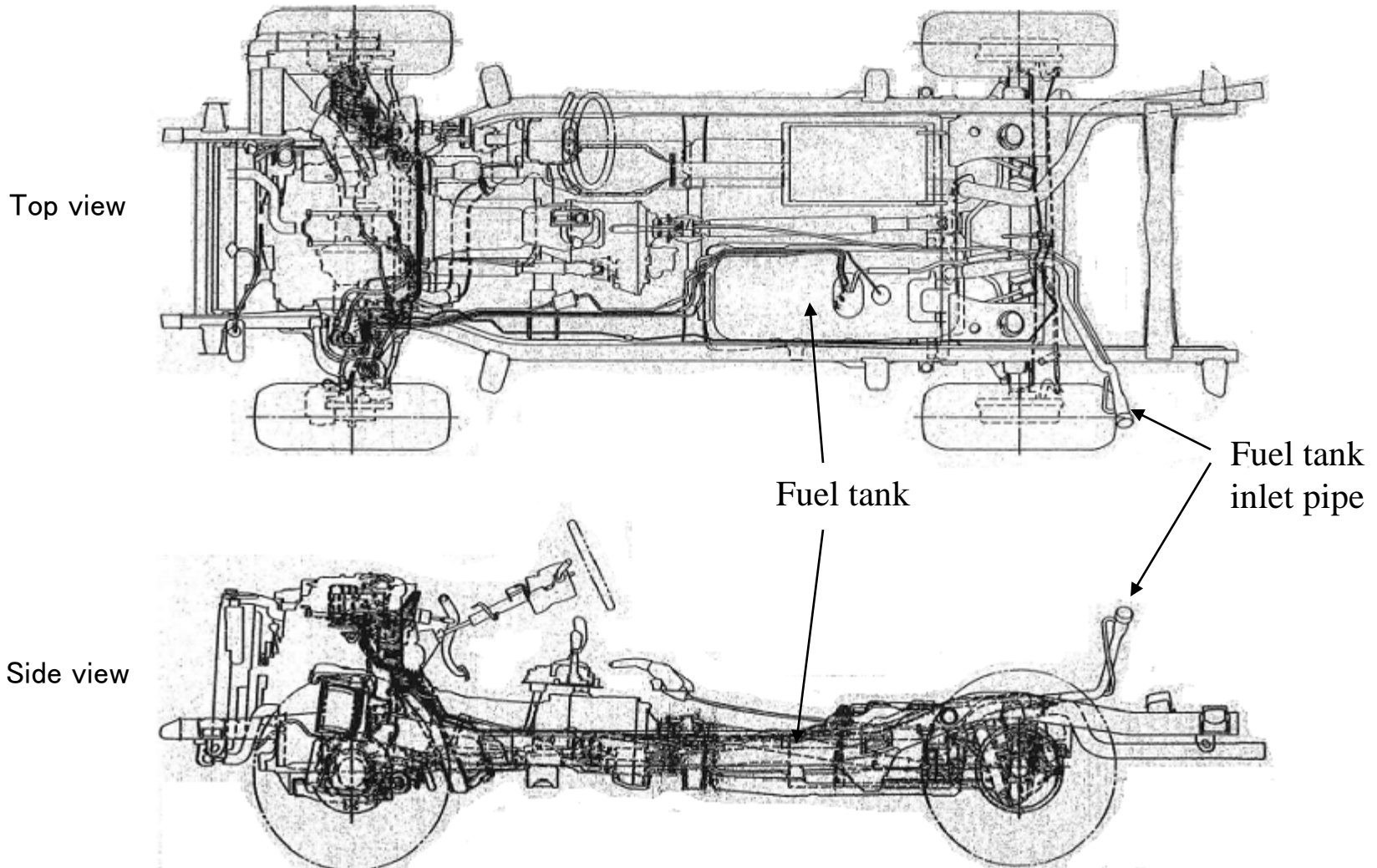
Side view



Fuel tank
inlet pipe

Note: The location of the fuel tank and the fuel hose in 4Runner vehicles with RHD is same as ones with LHD.

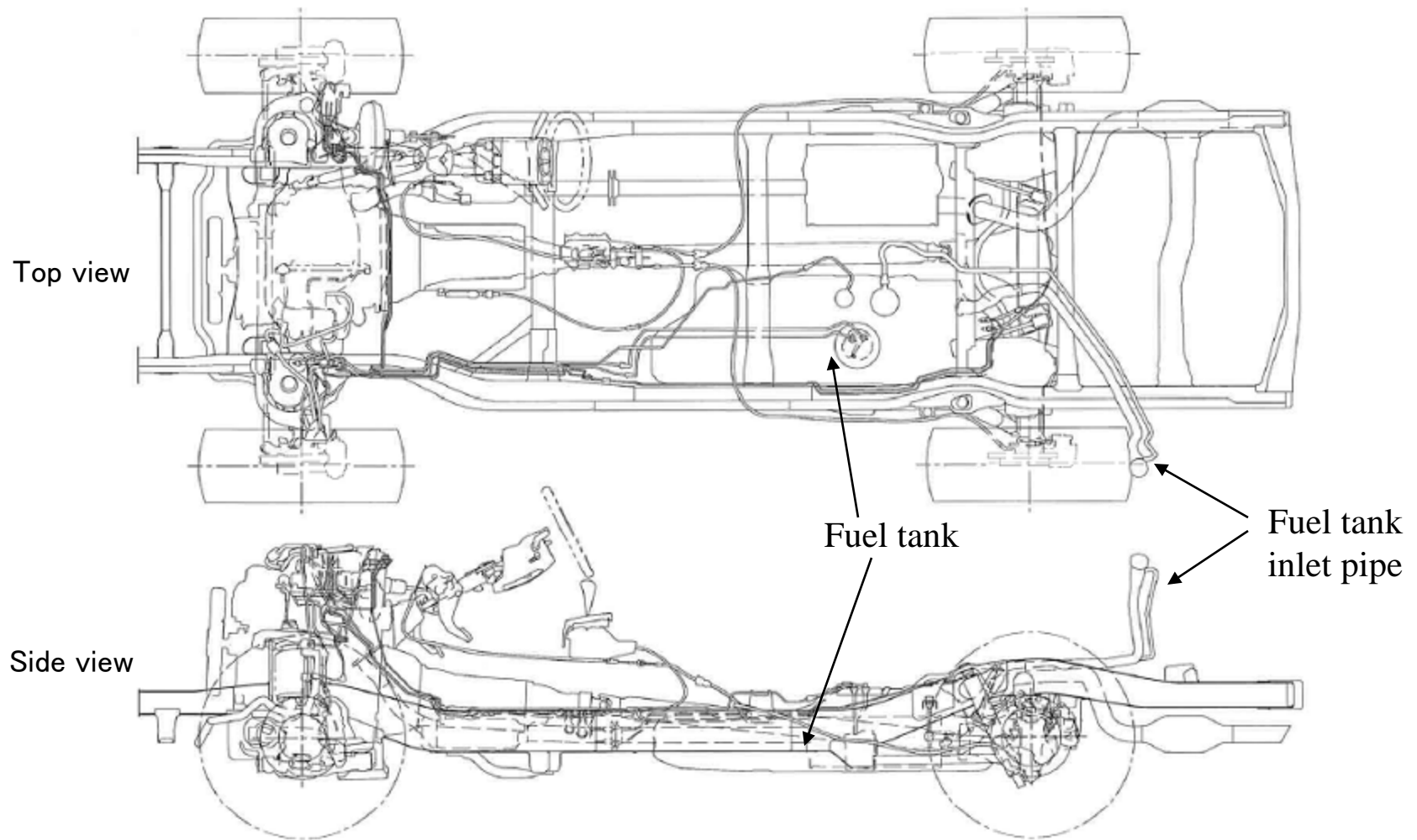
(2) 1996 – 2002MY 4Runner RHD



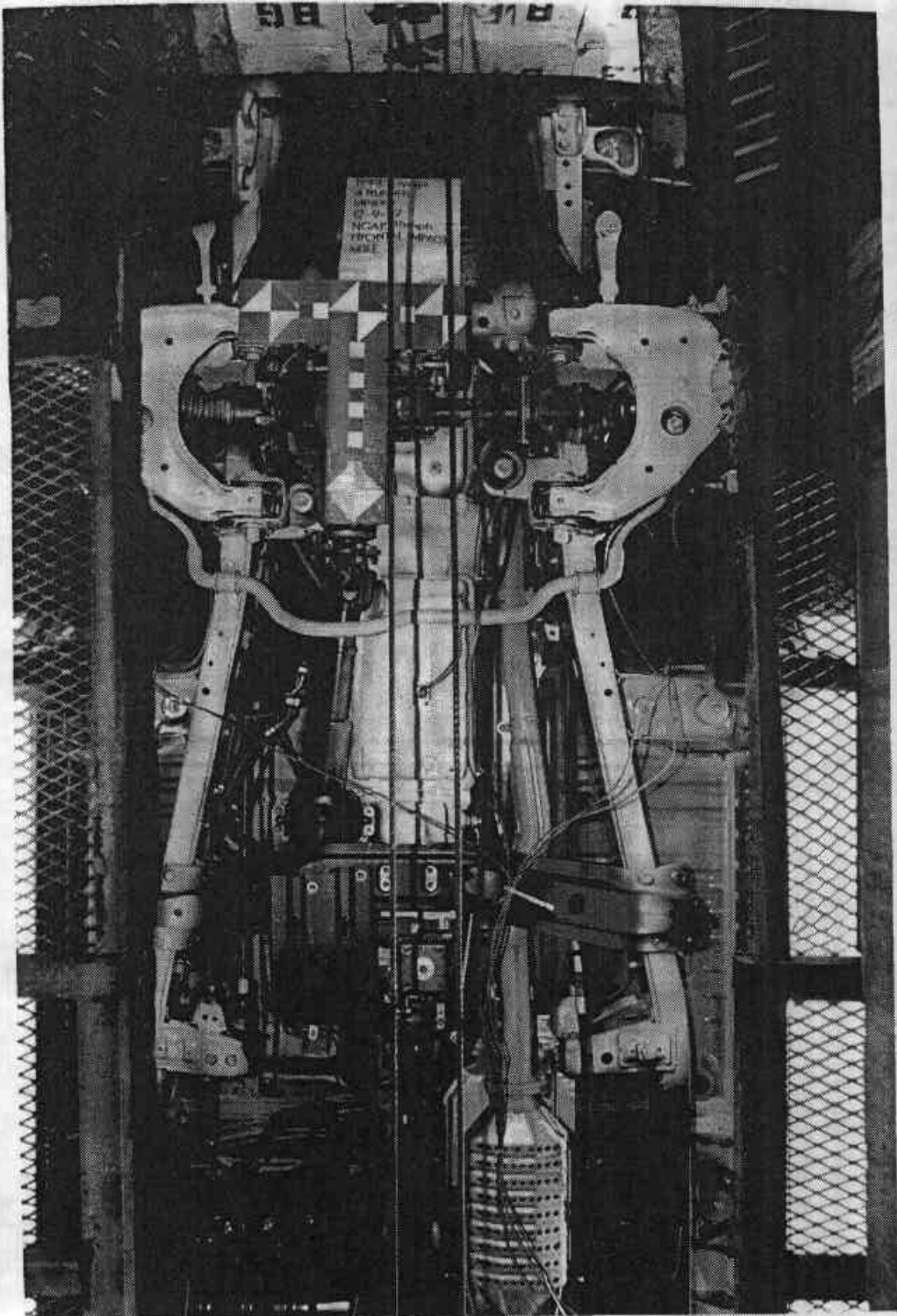
Note 1: The location of the fuel tank and the fuel hose in 4Runner vehicles with RHD is same as ones with LHD.

Note 2: For 2001MY, the fuel tank piping & fuel hose shape were changed due to ORVR regulations. This did not affect the location of the fuel tank.

(3) 2003 – 2009MY 4Runner RHD



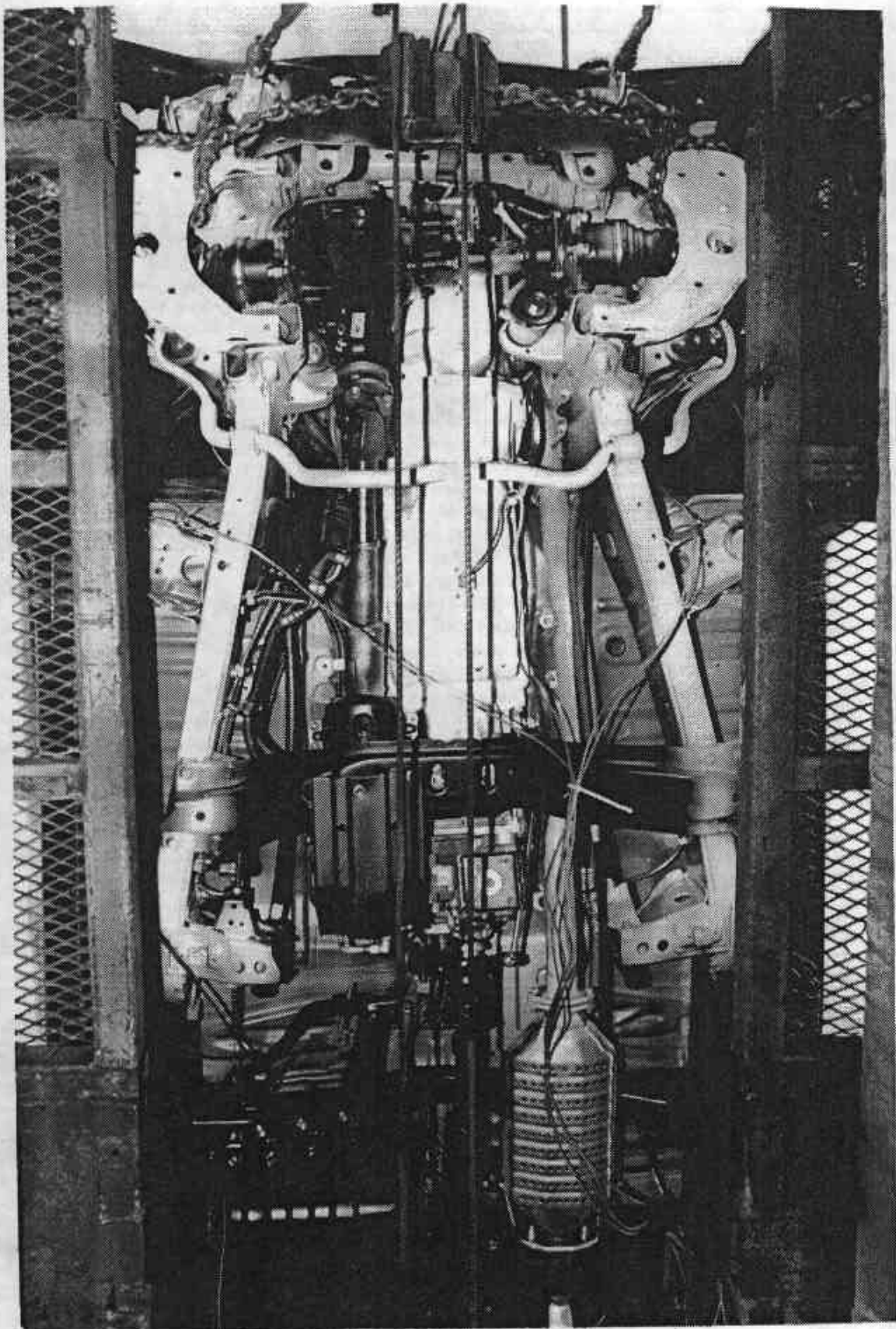
Note: The location of the fuel tank and the fuel hose in 4Runner vehicles with RHD is same as ones with LHD.



PRETEST FRONT UNDERBODY VIEW

A-15

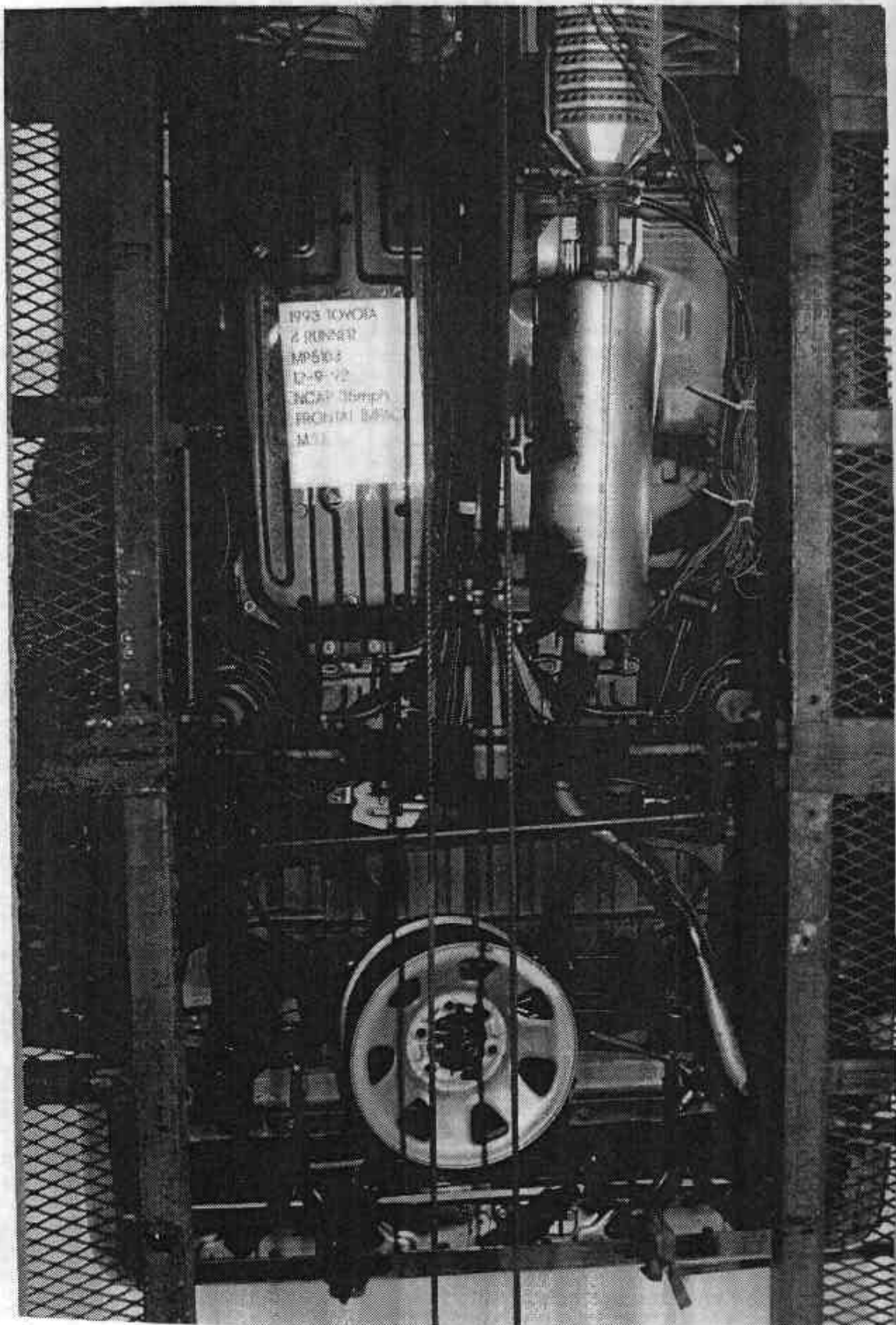
MSE-93-R92083-N04



POSTTEST FRONT UNDERBODY VIEW

A-16

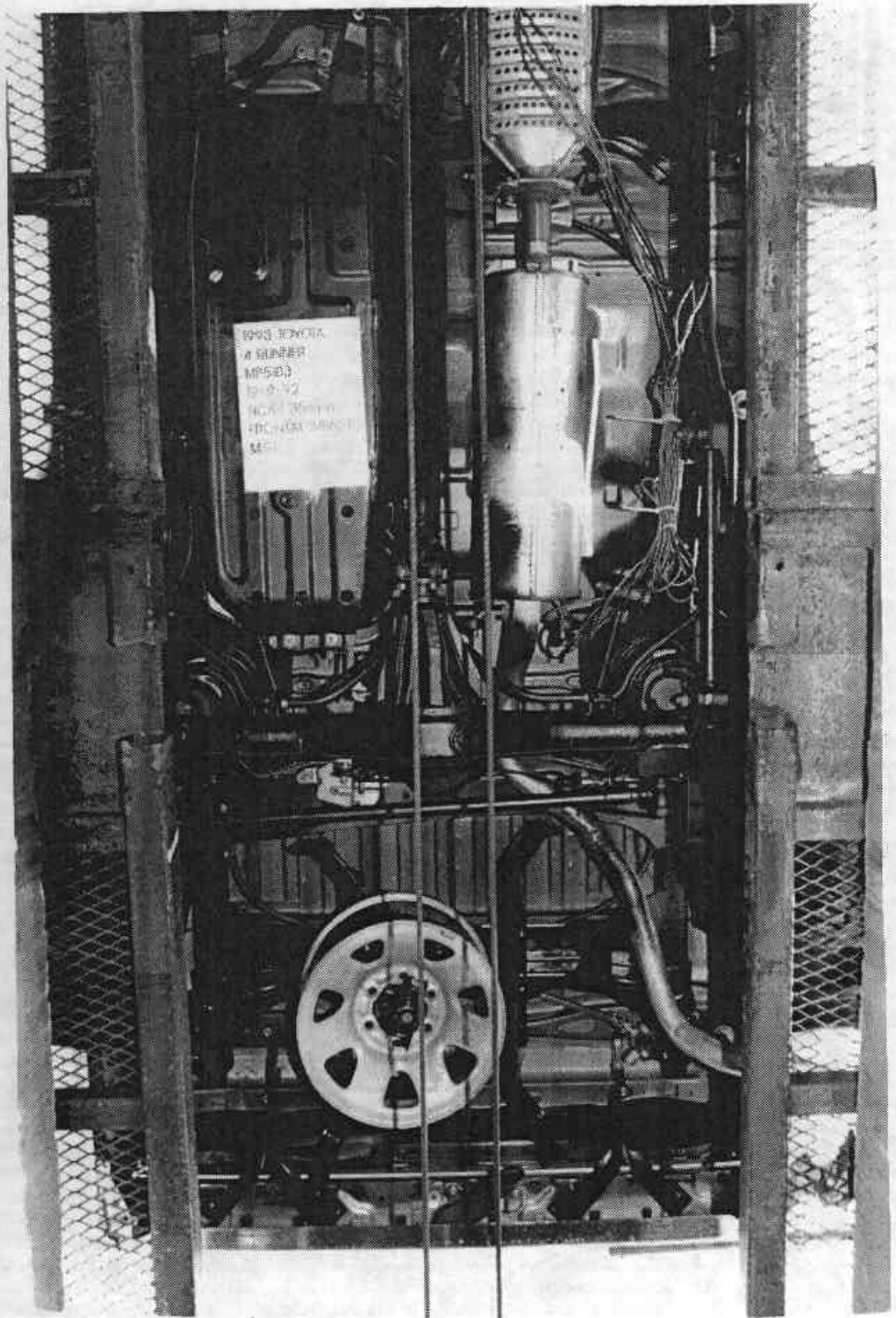
MSE-93-R92083-N04



PRETEST REAR UNDERBODY VIEW

A-17

MSE-93-R92083-N04

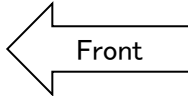


POSTTEST REAR UNDERBODY VIEW

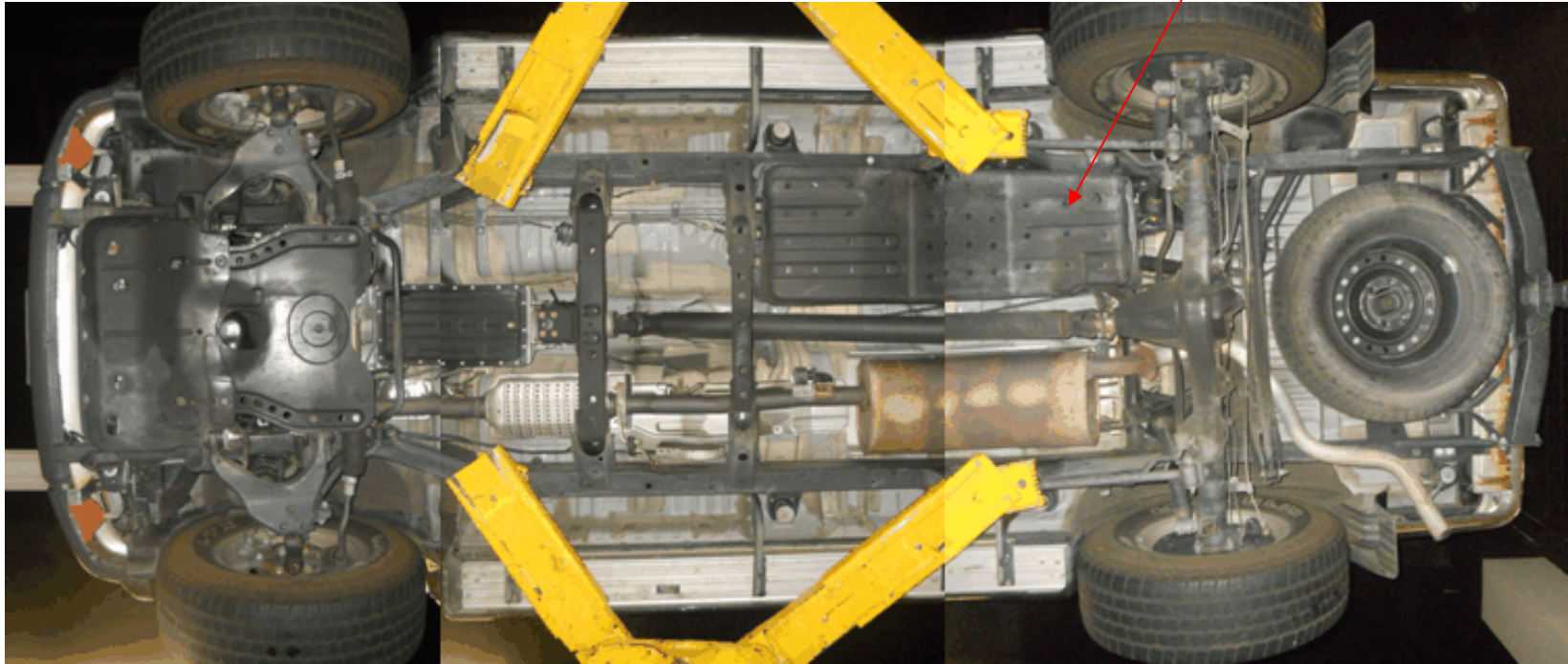
A-18

MSE-93-R92083-N04

(2) 1996-2002MY 4Runner with LHD

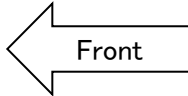


Fuel tank w/ protector

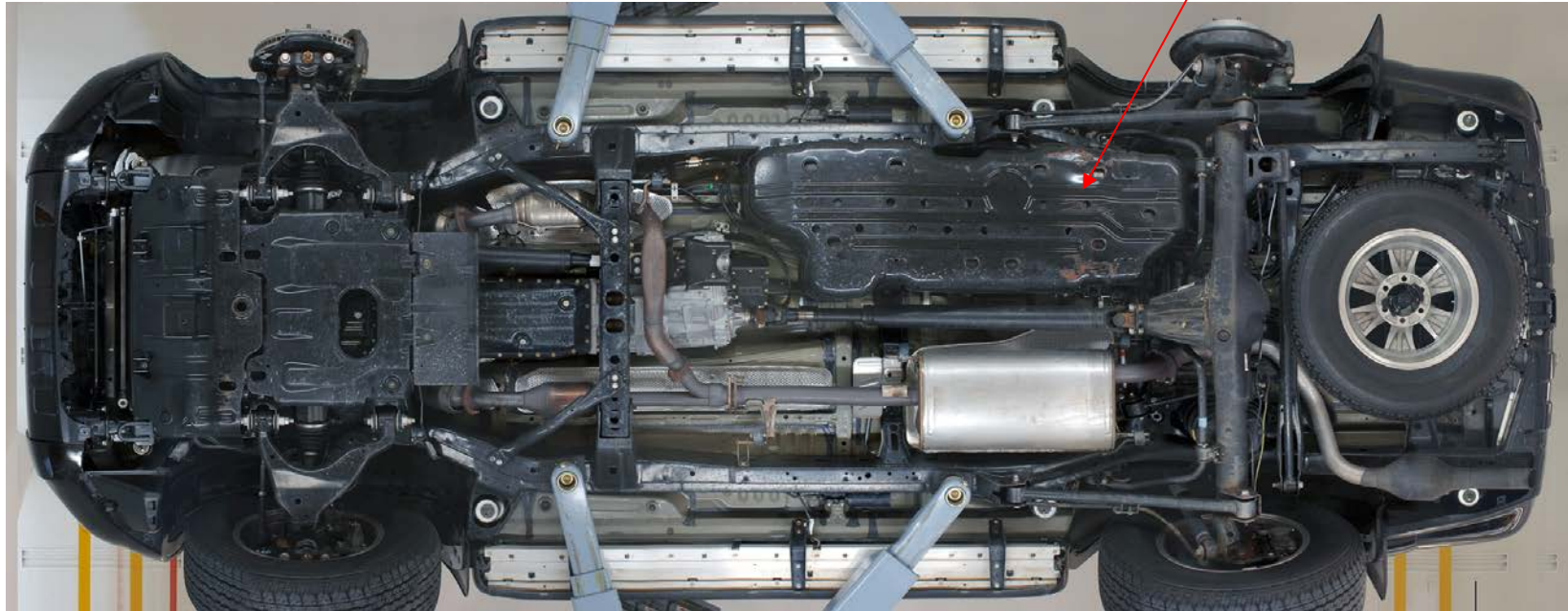


*Photo assembled by merging three photos (front/middle/rear) of the underbody of the same subject vehicle

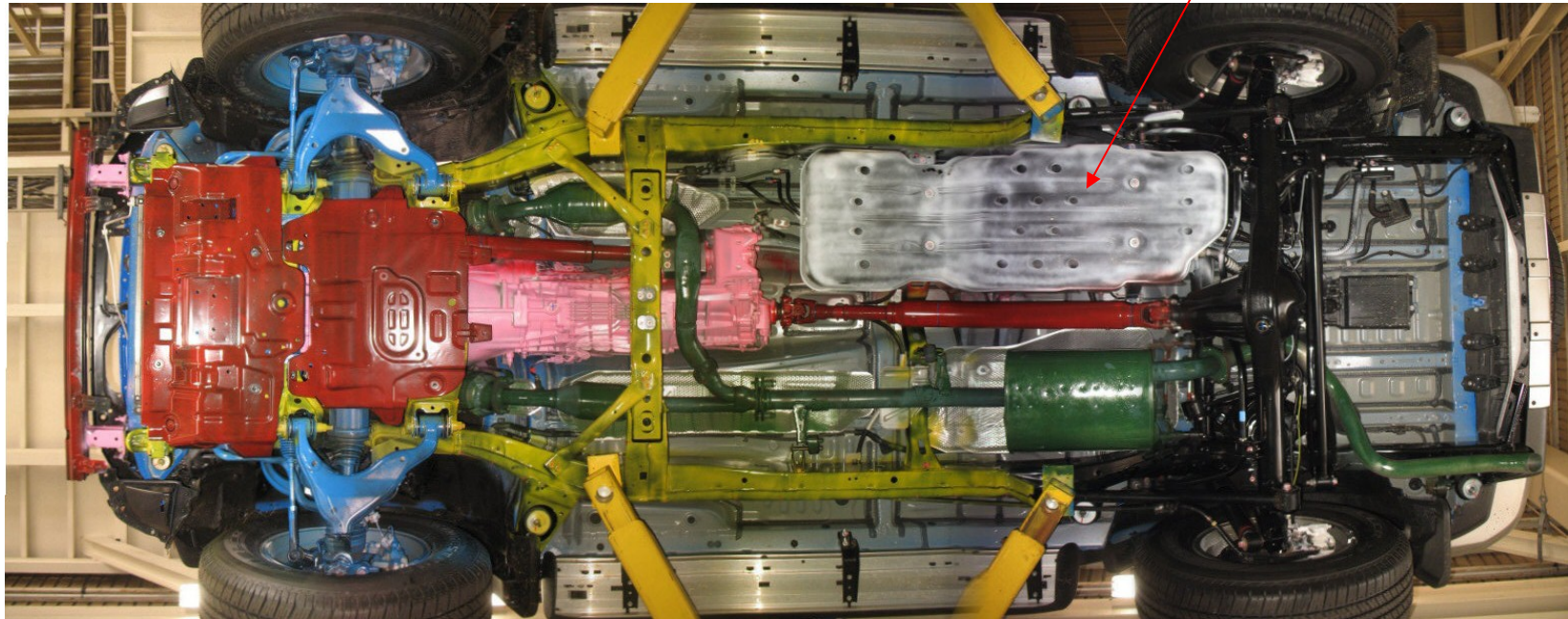
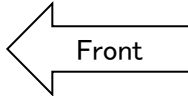
(3) 2003-2009MY 4Runner with LHD



Fuel tank w/ protector



(4) 2010MY 4Runner with LHD



Fuel tank w/ protector

		MY1993		MY1994		MY1995	
		L4	V6	L4	V6	L4	V6
e. Overall length of vehicle (in)		176.8		176.8		176.8	
f. Wheel base (in)		103.3		103.3		103.3	
g. Track width (in)	Front *Optional	56.3 / 58.1*		56.3 / 58.1*		56.3 / 58.1*	
	Rear *Optional	56.1 / 57.9*		56.1 / 57.9*		56.1 / 57.9*	
h. Curb weight (lb)		MT: 3805 AT: 3895	2WD: 3740 4WD: 4085 (MT) 4WD: 4145 (AT)	3825	2WD: 3760 4WD: 4105 (MT) 4WD: 4165 (AT)	3825	2WD: 3760 4WD: 4105 (MT) 4WD: 4165 (AT)
i. Gross vehicle weight rating (lb)		5350		5400		5400	
j. Front gross axle weight rating (lb)		NA		NA		NA	
k. Rear gross axle weight rating (lb)		NA		NA		NA	
l. Interior volume (ft²)		NA		NA		131.7	

		MY1996			MY1997			MY1998			MY1999			MY2000			MY2001		MY2002	
		L4	V6	V6 Limited	L4	V6	V6 Limited	L4	V6	V6 Limited	L4	V6	V6 Limited	L4	V6	V6 Limited	V6	V6 Limited	V6	V6 Limited
e. Overall length of vehicle (in)		178.7			178.7			178.7			178.7			183.3			183.3		183.3	
f. Wheel base (in)		105.3			105.3			105.3			105.3			105.3			105.3		105.3	
g. Track width (in)	Front	59.3			59.3			59.3			59.2			59.3			59.3		59.3	
	Rear *Optional	58.9 / 59.4*		59.4	58.9 / 59.4*		59.4	58.9 / 59.4*		59.4	58.8 / 59.4*		59.4	58.9 / 59.4*		59.4	58.9 / 59.4*	59.4	58.9 / 59.4*	59.4
h. Curb weight (lb)		2WD (MT): 3340 2WD (AT): 3355 4WD (MT): 3695 4WD (AT): 3740	2WD: 3520 4WD (MT): 3835 4WD (AT): 3880	3925	2WD: 3440 (MT) 2WD:3485 (AT) 4WD: 3690 (MT) 4WD: 3735 (AT)	2WD: 3565 4WD: 3850 (MT) 4WD: 3895 (AT)	2WD: 3610 4WD: 3940	2WD: 3440 (MT) 2WD: 3485 (AT) 4WD: 3690 (MT) 4WD: 3735 (AT)	2WD: 3565 4WD: 3850 (MT) 4WD: 3895 (AT)	2WD: 3610 4WD: 3940	2WD: 3440 (MT) 2WD: 3485(AT) 4WD: 3725 (MT) 4WD: 3770 (AT)	2WD: 3600 4WD: 3885 (MT) 4WD: 3930 (AT)	2WD: 3710 4WD: 3975	2WD: 3515 (MT) 2WD: 3560 (AT) 4WD: 3835 (MT) 4WD: 3880 (AT)	2WD: 3675 4WD: 3960 (MT) 4WD: 4005 (AT)	2WD: 3785 4WD: 4060	2WD: 3675 4WD: 4005	2WD: 3785 4WD: 4060	2WD: 3740 4WD: 4070	2WD: 3795 4WD: 4115
i. Gross vehicle weight rating (lb)		5250			5250			5250			5250			5250			5250		5250	
j. Front gross axle weight rating (lb)		NA			NA			NA			NA			NA			NA		NA	
k. Rear gross axle weight rating (lb)		NA			NA			NA			NA			NA			NA		NA	
l. Interior volume (ft²)		137.8	139.4		137.8	139.4		131.7			128.3			132.5			132.5		136.4	

		MY2003				MY2004				MY2005				MY2006-2009			
		V6	V6 Limited	V8	V8 Limited	V6	V6 Limited	V8	V8 Limited	V6	V6 Limited	V8	V8 Limited	V6	V6 Limited	V8	V8 Limited
e. Overall length of vehicle (in)		189.0				189.0				189.0				189.2			
f. Wheel base (in)		109.8				109.8				109.8				109.8			
g. Track width (in)	Front	62.0				62.0				62.0				62.0			
	Rear	62.0				62.0				62.0				62.0			
h. Curb weight (lb) *Sport Edition		2WD: 4043 4WD: 4277	2WD: 4034 4WD: 4288	2WD: 4156 4WD: 4409	2WD: 4167 4WD: 4420	2WD: 4035 / 4065* 4WD: 4290 / 4330*	2WD: 4055 4WD: 4310	2WD: 4220 / 4260* 4WD: 4475 / 4515*	2WD: 4245 4WD: 4495	2WD: 4045 / 4070* 4WD: 4300 / 4325*	2WD: 4090 4WD: 4345	2WD: 4225 / 4280* 4WD: 4505 / 4530*	2WD: 4305 4WD: 4555	2WD: 4045 4WD: 4300	2WD: 4065 4WD: 4320	2WD: 4225 4WD: 4505	2WD: 4280 4WD: 4530
i. Gross vehicle weight rating (lb)		5510				2WD: 5330 / 4WD: 5570		2WD: 5460 / 4WD: 5710		2WD: 5330 / 4WD: 5580		2WD: 5490 / 4WD: 6005		2WD: 5330 / 4WD: 5580		2WD: 5490 / 4WD: 6005	
j. Front gross axle weight rating (lb)		NA				2WD: 2330 / 4WD: 2540		2WD: 2460 / 4WD: 2670		2WD: 2335 / 4WD: 2550		2WD: 2495 / 4WD: 2710		2WD: 2335 / 4WD: 2550		2WD: 2495 / 4WD: 2710	
k. Rear gross axle weight rating (lb)		NA				2WD: 3010 / 4WD: 3020		2WD: 3020 / 4WD: 3060		2WD: 3010 / 4WD: 3060		2WD: 3020 / 4WD: 3295		2WD: 3010 / 4WD: 3060		2WD: 3020 / 4WD: 3295	
l. Interior volume (ft²)		145.3				145.3				145.3				148.323			

	MY2010		
	SR5 L4	Trail V6	Limited V6
e. Overall length of vehicle (in)	189.9		
f. Wheel base (in)	109.8		
g. Track width (in)	Front	63.2	
	Rear	63.2	
h. Curb weight (lb)	2WD: 4400 4WD: 4675	4750	2WD: 4245 4WD: 4805
i. Gross vehicle weight rating (lb)	2WD: 6100 4WD: 6300	6300	2WD: 6100 4WD: 6300
j. Front gross axle weight rating (lb)	2WD: 2500 4WD: 2800	2800	2WD: 2500 4WD: 2800
k. Rear gross axle weight rating (lb)	2WD: 3600 4WD: 3500	3500	2WD: 3600 4WD: 3500
l. Interior volume (ft²)	144.5		

EA12-005

TOYOTA

2/15/2013

Attachment-Response 6

[All Attachment-Response 6
Business Confidential Information]