

McHenry, Stephen (NHTSA)

From: Jessica Riffe (TMS) <jessica_riffe@toyota.com>
Sent: Friday, April 10, 2015 11:20 AM
To: Quandt, Jeff (NHTSA)
Cc: McHenry, Stephen (NHTSA); Matthew D Collins (TMS)
Subject: DP14-003 Response Revision

Jeff,

As a result of our discussion concerning Toyota's response to the agency's Information Request DP14-003, we have found the first full paragraph on page 12 of our response titled "RESPONSE TO INFORMATION REQUEST DP14-003" sent on November 21, 2014 requires revision. The paragraph should read as follows:

A review of information provided by the Event Data Recorder (EDR) can provide useful information about the likelihood of pedal misapplication. The EDR versions with pre-crash data recording will record the vehicle inputs for the 5 seconds before a triggering event, typically a vehicle impact. The EDR data will show the accelerator input, vehicle engine RPM increase, and application status of the brake pedal. 22 of the 50 incidents have EDR reports, 9 of which captured pre-crash data. All 9 reports with pre-crash data show accelerator pedal input and no brake pedal application before a vehicle impact. An example of pedal misapplication is evident in the EDR data for VIN# 1NXBU4EXAZ [REDACTED]. The data table below shows that the accelerator pedal was pressed at 1 second before impact and that the brake shows "OFF" for the 5 seconds before impact.

This revision does not change Toyota's view that the petition should be denied. Please advise if you have any further questions.

Thanks,
Jessica Riffe
Assistant Manager
Vehicle Safety & Compliance Liaison Office (VSCLO)
Toyota Motor Engineering & Manufacturing, North America (TEMA)
19001 S. Western Avenue
Torrance, CA 90501
Ph: 310-468-6116
Cell: 310-218-6550