

Christopher  
Tinto  
06/28/2004 09:49 AM

To Irv Miller, Mike Michels/TMS/Toyota, Dennis Cuneo, Jo  
Cooper, martha voss, Joe Tetherow/TMS/Toyota,  
cc Engr,  
bcc  
Subject Camry Electronic Throttle Control Meeting with NHTSA  
(Report)

**Key Points:**

- TMA/TMC demonstrated ETC system failsafe modes to NHTSA in support of PE04-021 (defect investigation);
- TMA believes that NHTSA feels the failsafe modes are not related to sudden acceleration, and are indeed safe;
- NHTSA needs more information to explain why ETC vehicles seem to have more surge/sudden acceleration complaints than Non-ETC vehicles.
- TMA/TMC will help NHTSA with further data analysis in the hopes of satisfying these questions and ultimately closing this investigation within the next 4-6 weeks.

**Summary:**

On June 24, 2004, TMA, along with technical support from TMC, held a meeting with NHTSA's Office of Defects Investigation to discuss the electronic throttle control (ETC) system that is the subject of defect investigation PE04-021. A technical presentation was developed to give NHTSA an overview of the components of the ETC system, the philosophy behind the design, the normal operation of the system, the diagnostic capabilities, and the failsafe modes. A demonstration (held offsite) was done as well, to let them "feel" each failure mode, and corresponding MIL lamp/engine code.

Two vehicles (a 2002 V6 Camry and a 2003 4-Cyl Camry) were outfitted with a switch box to initiate the various failsafe modes of the ETC system.

Along with the other NHTSA investigators, we were fortunate to have Mr. Young from NHTSA, who was responsible for most of the sudden acceleration investigations that the agency has done (and closed) in the past. (He recently closed an inquiry into the LS400 for similar complaints.)

Mr. Young was shown all on the failure modes of the ETC system, and was clear in expressing that none of the modes felt 'unsafe' to him, and he felt that the modes were unrelated to sudden acceleration. Mr. Young also drove the vehicle in such a way that he was able to apply both the accelerator and the brake pedal at the same time. He referred to this as "Dual Pedal Application." He expressed his opinion that the complaints that the agency has received were most likely dual pedal applications (i.e. not vehicle malfunction related). He also stated that it was very difficult to achieve this dual pedal application condition because the Camry has utilizes a wide (i.e. good) spacing between the accelerator pedal and the brake pedal.

After the demonstration, the group returned to TMA for questions and answers. NHTSA explained to the group that their database of complaints shows that the 2002 and 2003 Camry vehicles have more complaints of surge and/or sudden acceleration than the 2000 and 2001 Camry's, and they need to understand why this is so, as it will help in their investigation (i.e it will help them close). TMC agreed to provide an analysis of all complaints/warranty claims on the subject vehicles and the pre-ETC Camry vehicles, and TMA believes that providing this data will show that ETC vehicles are no different than non-ETC vehicles when it comes to 'sudden acceleration' or 'surge'. We believe that the reason NHTSA's

data is skewed is because of the drivability issues initially associated with the Camry (hesitation, shift shock, etc.) implementation of ETC.

We will keep everyone informed as things progress. We are guardedly optimistic that we may get a resolution to this investigation shortly.

Chris

— Forwarded by Christopher Tinto/WDC/Toyota\_NY on 06/28/2004 09:49 AM —

Chris

Santucci [REDACTED]

06/28/2004 09:00 AM

To Christopher Tinto [REDACTED]@Toyota\_NY

cc

Subject Meeting Report

Chris,

Attached is a PDF for distribution and a word document for copy/paste of the report.



Camry Meeting Report.pdf

Chris Santucci - Safety Engineer

Technical and Regulatory Affairs

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