

To: DOCUMENTATION CENTER OF TMC TECHNICAL ADMINISTRATION DIV.

Distribution in TMC TMC Request Dept.	QAD – Mr. Tsuji, Mr. M. Kato OCSTD – Mr. Sunagawa SGE – Mr. S. Kato, Mr. Miyazaki	Page	[APG]/
		TMC Report No.	
		TMA Report No.	UK0406WQ -
		TMC Request No.	71
Dist. in affiliates	TMS-PQSS – Mr. Masumoto, Mr. Zellers, Mr. Morino TMS-Legal – Mr. Taira, Ms. McAndrews	Report Date	[AT]
		TITLE	
Camry Defect Investigation (PE04-021): Meeting with NHTSA (June 24, 2004)		Originated: C. Santucci	
		Reviewed: C. Tinto	
		Approved: K. Ogata	

Key Points:

- TMA/TMC demonstrated ETC system failsafe modes to NHTSA
- NHTSA believes the failsafe modes to not be related to sudden acceleration, and are indeed safe.
- NHTSA needs more information to explain why ETC vehicles have more sudden acceleration complaints than Non-ETC vehicles

Summary:

On June 24, 2004, TMA 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. The agenda was as follows:

- 1:00-1:05 Introductions
- 1:05-1:45 Technical Presentation
- 2:00-3:00 Demonstration
- 3:15-3:45 Questions/Wrap-up

NHTSA attendees were the following:

- Mr. Jeff Quandt – Division Chief, Vehicle Control Division, Office of Defects Investigation
- Mr. Scott Yon – Investigator, Vehicle Control Division, Office of Defects Investigation
- Mr. Bob Young - Investigator, Medium and Heavy Duty Vehicle Division, Office of Defects Investigation
- Mr. Mike Pyne – Engineer, Rulemaking Division (responsibility FMVSS124)

Toyota attendees were the following:

- Mr. Ken Ogata – TMA
- Mr. M. Tsuji – TMC QAD
- Mr. Chris Tinto – TMA
- Mr. S. Kato – TMC SGE
- Mr. Kevin Ro – TMA
- Mr. Miyazaki – TMC SGE
- Mr. Sid Yokoi – TMA
- Mr M. Saito – TMC QAD

The 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 that it can employ. TMA Mr. Santucci and TMC-SGE Mr. Miyazaki gave the technical presentation.

Attachment:

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The demonstration (held offsite at Lady Bird Johnson Park) required travel time to/from TMA. 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. Mr. Miyazaki demonstrated the failures on the V6 Camry for all to see. Afterwards, Mr. Miyazaki accompanied Mr. Yon and Mr. Quandt in the V6 Camry and allowed them both to experience the different failsafe modes of the ETC system while they operated the vehicle. Mr. Santucci accompanied Mr. Young and Mr. Pyne in the 4 cylinder Camry.

Mr. Young from NHTSA is a veteran investigator who was responsible for most of the sudden acceleration investigations that the agency has done in the past. He 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. 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. He also stated that it was very difficult to achieve this dual pedal application condition because the Camry has utilizes a wide spacing between the accelerator pedal and the brake pedal.

After Mr. Yon completed his demonstration, Mr. Young took him and Mr. Quandt into the V6 Camry and, without TMA or TMC personnel present, demonstrated the dual pedal application while pulling into a parking spot. Later, Mr. Yon was noted as saying that this type of condition was more closely related to what consumers had told him had occurred to them.

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 sudden acceleration than the 2000 and 2001 Camry's. They need to understand why this is so, and it will help in their investigation. Mr. Tsuji explained that this is most likely related to the drivability issues that the 2002 and 2003 vehicles had and for which a TSB was issued and a special service campaign was enacted. TMC agreed to provide an analysis of all complaints/warranty claims on the subject vehicles and the pre-ETC Camry vehicles. TMC also agreed to provide a similar analysis on pre-ETC and ETC Celicas, as these vehicles did not have a drivability issue. They should provide this information to NHTSA by July 1st, but we will request another week. TMA believes that providing this data will show that ETC vehicles are no different than non-ETC vehicles when it comes to sudden acceleration. The reason NHTSA's data is skewed is because of the drivability issues with the Camry (hesitation, shift shock, etc.) implementation of ETC. TMA believes that providing this additional information to NHTSA will result in the investigation being closed.

NHTSA also asked for information on the "New Car Features" of the Brake system. Mr. Yon is curious if changes to the brake system may change consumer perceptions of how the vehicle is reacting during low speed maneuvers. TMA has investigated and discovered information on electronic brakeforce distribution and a variable lever ratio brake pedal assembly. TMC should review the "New Car Features" of the brake system and provide feedback as to what is entirely new on the Camry brake system before submission to NHTSA.

Action Items: *TMC – Provide data on Pre-ETC and ETC vehicles, Review New Car Features of 2002 Camry Brake System*