

TOYOTA MOTOR CORPORATE SERVICES OF NORTH AMERICA, INC.

WASHINGTON OFFICE
1850 M STREET, N.W., WASHINGTON, D.C. 20036

TEL: (202) 775-1707
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May 30, 1990

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1990 MAY 31 PM 12:31

Mr. Michael B. Brownlee, Director
Office of Defects Investigation, Enforcement
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

RE: NEF-111jdw
RQ90-046

Dear Mr. Brownlee:

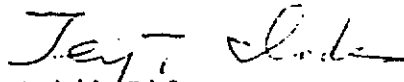
This is in response to your April 27, 1990 request for additional information concerning Toyota's NHTSA Recall Campaign Number 90V-040.

Please note that the information claimed to be confidential is contained in a separate enclosure marked "Confidential." In addition, a copy is being sent to the Chief Counsel's office under separate cover in accordance with the directions in your letter.

If you have any questions, please contact Mr. K. Sato of my staff at (202) 775-1707.

Sincerely,

TOYOTA MOTOR CORPORATE SERVICES
OF NORTH AMERICA, INC.


Teiji Iida
Vice President

TI:cc
Enclosures

cc: Stephen P. Wood

TOYOTA'S RESPONSE TO NHTSA'S ADDITIONAL
REQUEST FOR INFORMATION CONCERNING
TOYOTA'S NHTSA RECALL CAMPAIGN NUMBER 90V-040

- Q.1. Identify and describe in detail the fail-safe function of the replacement cruise control computer. The description should include but not be limited to:
- a. differences in each new, revised, or altered electronic circuit between the original cruise control computer and the replacement cruise control circuit; and
 - b. how ". . . failure releases the computer control of the throttle."

Response 1:

The differences in electronic circuitry between the original cruise control computer and the replacement including the fail-safe function of the replacement are described in Attachment I.

- Q.2. Furnish the number and copies of all owner reports or consumer complaints, lawsuits, and subrogation claims, received by Toyota, or of which Toyota is otherwise aware, pertaining to the subject recall since the owners were notified. Furnish all reports or complaints whether or not Toyota has verified each report.
- Q.3. Furnish the number and copies of all other reports, complaints, surveys, or investigations from all sources either received or authorized by Toyota, or of which Toyota is otherwise aware, pertaining to the subject recall since notification began. Furnish all reports whether or not Toyota has verified each report, including all correspondence, notes, memoranda, and other records pertaining or relating to the subject recall.
- Q.4. Identify and describe each accident or subrogation claim (including the names, addresses, and telephone numbers of the owner/occupants involved) of which Toyota is aware on the subject vehicles and which may have occurred due to circumstances, conditions, or problems which may be related to the subject recall. Furnish all reports whether or not Toyota has verified each report.

Responses 2-4:

To provide a more meaningful response, in accordance with the May 10, 1990 telephone conversation with Jon White of your staff, we will respond to Items 2 through 4 and 7 later.

- Q.5. Identify by name and address the manufacturer of the original cruise control computer assembly and the replacement cruise control computer assembly.

Response 5:

Both the original cruise control computer and the replacement are manufactured by:

Fujitsu Ten Limited
1-2-28 Goshō-dori Hyōgo-ku
Kobe-shi, Hyōgo, JAPAN

- Q.6. Identify all vehicles by model and model year which are not subject to this recall and:
- a. are equipped with the same computer as those in the recall; and
 - b. use any cruise control computer supplied by the same cruise control computer manufacturer.

Response 6:

No other vehicles not subject to this recall are equipped with the same computer as those in the recall.

All vehicles not subject to this recall equipped with a cruise control computer supplied by the same manufacturer are as follows:

1982-90	Cressida, Supra & Celica
1985-90	Camry and Corolla
1990	Lexus ES250
1991	MR2 & Previa

- Q.7. Furnish the number of applicable recall claims (warranty or otherwise used by your company to account for the recall) on the subject recall which may have been claimed by model, model year, recall labor code (or similar code to describe the level of effort on the recall), and calendar month (where available, otherwise calendar year) from the date the recall was initiated to date. Each recall claim code and/or labor code must be identified.

Response 7:

See Response 2.

Q.8. Identify the source of the owner names and addresses used by Toyota in the subject recall.

Response 8:

The names and addresses of the owners of the vehicles subject to this recall campaign were obtained from the R. L. Polk & Co. from official state motor vehicle registration information.

Q.9. Identify and describe whether all Toyota dealers, zones, and distributors (both dependent and independent) were notified of the recall. Identify how Toyota notified owners involved in the recall and provide Toyota's plan for notification if all owners have not been notified.

Response 9:

On April 6, 1990, all known owners were notified by first class mail. Prior to that date, all regional offices, independent distributors and dealers had been notified of this recall campaign directly by mail. Attachment II contains copies of all relevant correspondence.

Q.10. Furnish a copy of all follow-up notices, service bulletins, engineering service letters, and similar communications to owners, dealers, distributors (both dependent and independent), and zone personnel issued by Toyota pertaining to the subject recall and issued since the recall was completed, but which may not have been submitted to this office previously.

Response 10:

There have been no follow-up notices, service bulletins, engineering service letters, or similar communications to owners, dealers, distributors, and regional office personnel pertaining to the subject recall. (The owner notification was just completed on April 6, 1990).

Q.11. Furnish the following information describing the current completion status of the subject recall:

- a. the number of vehicles inspected and remedied;
- b. the number of vehicles inspected, but no remedy/repair required; and

c. the number of vehicles determined to be unreachable for inspection due to:

- (1) export;
- (2) theft;
- (3) scrapping;
- (4) failure to receive notification; and
- (5) other reasons and identify those reasons.

Response 11:

The requested information will be contained in our first quarterly report.

Q.12. Furnish a copy of all documents not specifically requested which Toyota believes may be pertinent to the alleged defect and its resolution, or were used in formulating its assessment of the alleged defect.

Response 12:

In addition to documents previously supplied, Attachment III contains confidential investigation results of cruise control computer testing.

Q.13. Describe what action Toyota intends to take on the subject recall.

Response 13:

We do not understand the relevance of this question. Toyota has advised NHTSA that it has initiated a recall. As always, it will monitor completion rates and keep NHTSA apprised through quarterly reports.

Attachment I

Attachment I

(Electronic Circuit)

The electronic circuits of the original cruise control computer and the replacement computer are shown in Figures 1 and 2. A malfunction-detecting circuit and transistor (Tr3) were added to the replacement cruise control computer.

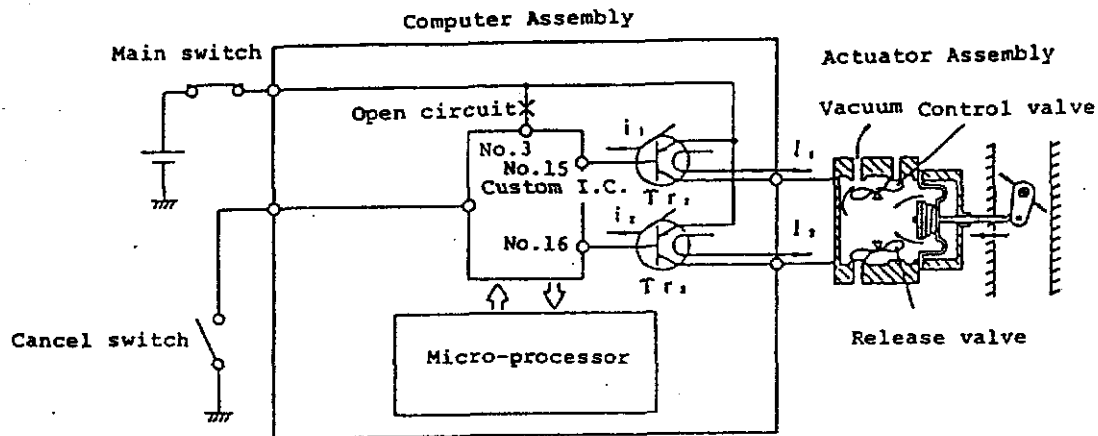


Fig.1 Original cruise control computer

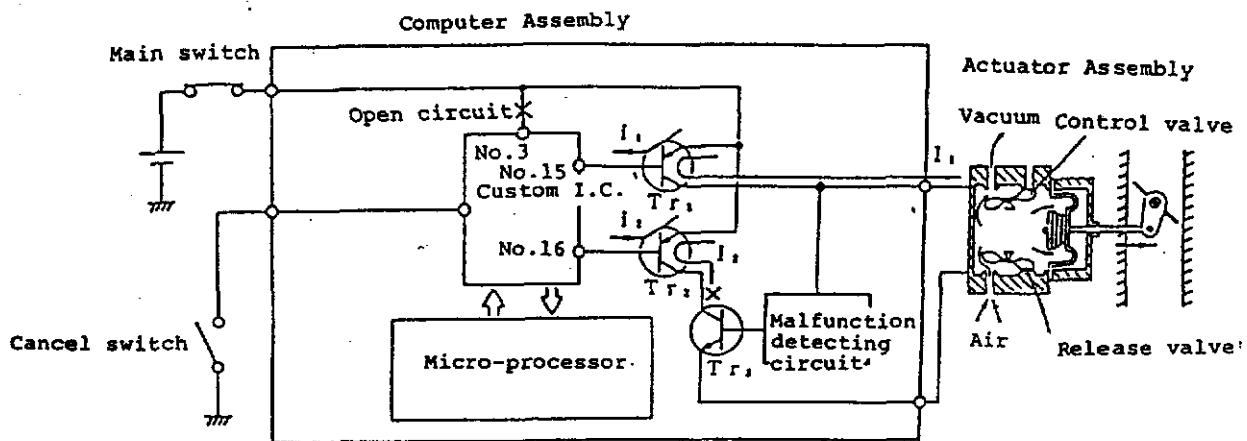


Fig.2 Replacement cruise control computer

(Operating Mechanism)

Should the No.3 terminal of the custom integrated circuit ["I.C."] become an open circuit, the original and replacement cruise control system mechanisms operate as follows:

Original computer: Under this condition, no power would be supplied to the custom I.C., the electric potentials at terminals No.15 and 16 would be lowered, resulting in both transistors Tr1 and Tr2 being "on".

As a result, no matter what signals are sent from the micro-processor to the custom I.C., the actuator control valve and the release valve would be activated, leading to an engine-race condition.

Replacement
computer

: Should this condition occur, the malfunction-detecting circuit would recognize that the output to the actuator control valve is abnormal, and generate a signal turning transistor Tr3 "off". Thus, the electric current (I2) for activation of the release valve would be shut off, deactivating the engine-race condition.

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U.S. DEPARTMENT OF JUSTICE

Mr. Stephen P. Wood
Acting Chief Counsel
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

RE: NEF-111jdw, RQ90-046

Dear Mr. Wood:

Enclosed is a copy of Toyota's response to the letter of April 27, 1990, from the Director, Office of Defects Investigation, requesting information concerning the cruise control safety recall of 1983-1984 Toyota Camrys and 1984 Toyota Corollas. This response has been sent to the Office of Defects Investigation under separate cover.

We claim that Attachment III to the enclosed response contains confidential technical information in the form of simulation test procedures which were developed by Toyota. This technical information is proprietary and highly sensitive, and would be valuable to our competitors. Release to competitors of any material which is claimed to be confidential may result in significant competitive damage to Toyota.

Therefore, we request that Attachment III of this response, claimed to be confidential, be treated as such. Toyota appreciates your support of our claim of confidentiality with respect to the attachment so identified.

If this request and the supporting affidavit are found to be insufficient to establish Toyota's entitlement to confidential treatment, we ask that, pursuant to 49 CFR §512.4(i)(2), you

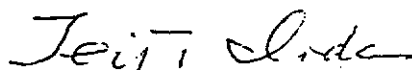
Mr. Stephen P. Wood
May 30, 1990
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afford us the opportunity to supplement this request. We understand that in accordance with §512.6(b)(1), your determination to grant or deny confidentiality will be made within 30 days and communicated to us at that time.

If we can be of further help, please contact Mr. K. Sato of my staff at (202) 775-1707.

Sincerely,

TOYOTA MOTOR CORPORATE SERVICES
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Teiji Aida
Vice President

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