

Submission to Docket 2008-0089

Peter Feather
Chief, Fuel Economy Division
The Docket

Thru: Anthony Cooke
Chief Counsel

From May 21, 2007 to April 11, 2008, Ken Katz, Lead Staff Engineer for NHTSA's Corporate Average Fuel Economy (CAFE) program, had periodic telephone conversations with Barbara Kiss of General Motors to discuss and clarify the confidential comments and product plans that the company submitted in response to NHTSA's Request for Product Plan Information for model years (MY) 2010-2017 for passenger cars and MYs 2012-2017 for light trucks.

These telephone conversations related to details of technologies and product plans described by GM in their submissions in response to the agency's request for product plan information. The subject matter of these discussions regarded information for which GM requested and obtained confidential treatment. Accordingly, the substance of these conversations is not recorded in this memorandum.

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Chief Counsel

From May 21, 2007 to April 11, 2008, Ken Katz, Lead Staff Engineer for NHTSA's Corporate Average Fuel Economy (CAFE) program, had periodic telephone conversations with Bob Holycross of Ford Motor Company to discuss and clarify the confidential comments and product plans that the company submitted in response to NHTSA's Requests for Product Plan Information for model years (MY) 2010-2017 for passenger cars and MYs 2012-2017 for light trucks.

These telephone conversations related to details of technologies and product plans described by Ford in their submissions in response to the agency's request for product plan information. The subject matter of these discussions regarded information for which Ford requested and obtained confidential treatment. Accordingly, the substance of these conversations is not recorded in this memorandum.

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From May 21, 2007 to April 11, 2008, Ken Katz, Lead Staff Engineer for NHTSA's Corporate Average Fuel Economy (CAFE) program, had periodic telephone conversations with Gary Oshnock and Michael Reale of Chrysler LLC to discuss and clarify the confidential comments and product plans that the company submitted in response to NHTSA's Requests for Product Plan Information for model years (MY) 2010-2017 for passenger cars and MYs 2012-2017 for light trucks.

These telephone conversations related to details of technologies and product plans described by Chrysler in their submissions in response to the agency's request for product plan information. The subject matter of these discussions regarded information for which Chrysler requested and obtained confidential treatment. Accordingly, the substance of these conversations is not recorded in this memorandum.

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From May 21, 2007 to April 11, 2008, Ken Katz, Lead Staff Engineer for NHTSA's Corporate Average Fuel Economy (CAFE) program, had periodic telephone conversations with John German of American Honda Motor Company, Inc. to discuss and clarify the confidential comments and product plans that the company submitted in response to NHTSA's Requests for Product Plan Information for model years (MY) 2010-2017 for passenger cars and MYs 2012-2017 for light trucks.

These telephone conversations related to details of technologies and product plans described by Honda in their submissions in response to the agency's request for product plan information. The subject matter of these discussions regarded information for which Honda requested and obtained confidential treatment. Accordingly, the substance of these conversations is not recorded in this memorandum.

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From May 21, 2007 to April 11, 2008, Ken Katz, Lead Staff Engineer for NHTSA's Corporate Average Fuel Economy (CAFE) program, had periodic telephone conversations with Debbie Bakker of Hyundai Kia America Technical Center, Inc. to discuss and clarify the confidential comments and product plans that the company submitted in response to NHTSA's Requests for Product Plan Information for model years (MY) 2010-2017 for passenger cars and MYs 2012-2017 for light trucks.

These telephone conversations related to details of technologies and product plans described by Hyundai in their submissions in response to the agency's request for product plan information. The subject matter of these discussions regarded information for which Hyundai requested and obtained confidential treatment. Accordingly, the substance of these conversations is not recorded in this memorandum.

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From May 21, 2007 to April 11, 2008, Ken Katz, Lead Staff Engineer for NHTSA's Corporate Average Fuel Economy (CAFE) program, had periodic telephone conversations with Anita Rajan of Mitsubishi Motors R&D of America, Inc. to discuss and clarify the confidential comments and product plans that the company submitted in response to NHTSA's Requests for Product Plan Information for model years (MY) 2010-2017 for passenger cars and MYs 2012-2017 for light trucks.

These telephone conversations related to details of technologies and product plans described by Mitsubishi in their submissions in response to the agency's request for product plan information. The subject matter of these discussions regarded information for which Mitsubishi requested and obtained confidential treatment. Accordingly, the substance of these conversations is not recorded in this memorandum.

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From May 21, 2007 to April 11, 2008, Ken Katz, Lead Staff Engineer for NHTSA's Corporate Average Fuel Economy (CAFE) program, had periodic telephone conversations with Yasumi Nakamura-Newbraugh of Nissan North America, Inc. to discuss and clarify the confidential comments and product plans that the company submitted in response to NHTSA's Requests for Product Plan Information for model years (MY) 2010-2017 for passenger cars and MYs 2012-2017 for light trucks.

These telephone conversations related to details of technologies and product plans described by Nissan in their submissions in response to the agency's request for product plan information. The subject matter of these discussions regarded information for which Nissan requested and obtained confidential treatment. Accordingly, the substance of these conversations is not recorded in this memorandum.

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From May 21, 2007 to April 11, 2008, Ken Katz, Lead Staff Engineer for NHTSA's Corporate Average Fuel Economy (CAFE) program, had periodic telephone conversations with Jerry Plante of Fuji Heavy Industries, USA (the parent company of Subaru) to discuss and clarify the confidential comments and product plans that the company submitted in response to NHTSA's Requests for Product Plan Information for model years (MY) 2010-2017 for passenger cars and MYs 2012-2017 for light trucks.

These telephone conversations related to details of technologies and product plans described by Subaru in their submissions in response to the agency's request for product plan information. The subject matter of these discussions regarded information for which Subaru requested and obtained confidential treatment. Accordingly, the substance of these conversations is not recorded in this memorandum.

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From May 21, 2007 to April 11, 2008, Ken Katz, Lead Staff Engineer for NHTSA's Corporate Average Fuel Economy (CAFE) program, had periodic telephone conversations with Tom Stricker of Toyota Motor North America, Inc. to discuss and clarify the confidential comments and product plans that the company submitted in response to NHTSA's Requests for Product Plan Information for model years (MY) 2010-2017 for passenger cars and MYs 2012-2017 for light trucks.

These telephone conversations related to details of technologies and product plans described by Toyota in their submissions in response to the agency's request for product plan information. The subject matter of these discussions regarded information for which Toyota requested and obtained confidential treatment. Accordingly, the substance of these conversations is not recorded in this memorandum.

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From May 21, 2007 to April 11, 2008, Ken Katz, Lead Staff Engineer for NHTSA's Corporate Average Fuel Economy (CAFE) program, had periodic telephone conversations with Walter Lewis of Porsche Cars North America, Inc. to discuss and clarify the confidential comments and product plans that the company submitted in response to NHTSA's Requests for Product Plan Information for model years (MY) 2010-2017 for passenger cars and MYs 2012-2017 for light trucks.

These telephone conversations related to details of technologies and product plans described by Porsche in their submissions in response to the agency's request for product plan information. The subject matter of these discussions regarded information for which Porsche requested and obtained confidential treatment. Accordingly, the substance of these conversations is not recorded in this memorandum.