

CL-10207164-3031

RE: 2007 Lexus GS450h (Hybrid)

VIN#: JTHBC96S575 [REDACTED]

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To Whom It May Concern:

I am writing to raise a potential safety concern regarding the 2007 Lexus GS450h (hybrid), which I purchased in February of 2007. When driving the GS450h, I experience a variety of neurological symptoms that prohibit me from driving the car for more than 20 minutes or so at a time. These symptoms include tingling and/or numbness on the right side of my body, which can develop concurrently in my arm, foot, leg, and/or head and can continue for up to an hour after leaving the vehicle. More recently, these sensations can be accompanied by numbness on the right side of my face and lightheadedness. I have stopped driving the car almost entirely, driving only very short distances every two weeks so the hybrid system's "traction" battery will stay charged.

I have worked with the Lexus dealer to rule out ergonomic causes, or possible defects unique to my car. Extended test drives of a GS430 (non-hybrid, no symptoms) and another GS450h (identical hybrid, identical symptoms) have eliminated both of these possibilities. Although the car has been back to the dealer numerous times, no attempt has been made to fix the car, as no determination can be made that there is anything malfunctioning.

Eliminating ergonomics, defects or other technical malfunctions, I have to speculate that something in the design of the 450h's hybrid system electronics—the motor, inverter, regenerative braking system—might be the cause. As the only rear-wheel-drive hybrid in production, this car's design is unique among hybrid vehicles. The GS450h's electric motor and generator located close to the driver, in fact, they are located right next to the driver in the transmission housing, much closer than any other hybrid currently in production. (Most hybrid

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motors and generators, including the Camry, Prius, and Lexus RX400h are all located well in front of the driver in the engine compartment.)

My own measurements, made with a simple handheld digital Gauss meter, indicated high levels of electro-magnetic field radiation (EMF) in proximity to the driver, emanating from the motor and/or generator. Subsequently, an engineering firm specializing in EMF measurement and shielding conducted a 30-minute study of EMF emissions in the front seat area in both stop and go and highway conditions. Their instruments measured a sustained EMF field strength of between 30mG and 100mG, with sustained measurements of 100mG in the area of the driver's and front passenger's legs. These findings should confirm, at the very least, the need for further study of this vehicle for potential health and safety issues.

I understand that there may be lack of scientific consensus (at least in the US) about the effects of EMF on health. However, many studies have been conducted correlating EMF with health risks, including California's 2003 meta-analysis, which concluded that, *"To one degree or another, all of the DHS scientists are inclined to believe that EMFs can cause some degree of increased risk of childhood leukemia, adult brain cancer, Lou Gehrig's Disease, and miscarriage."* Further, the EPA, in its 1990 EMF report, advocates for a position of "prudent avoidance" to EMF radiation exposure.

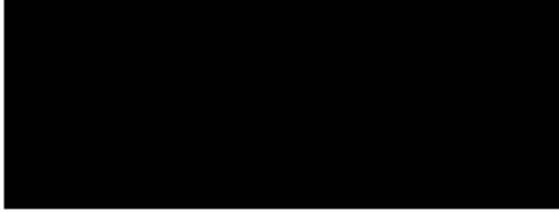
I cannot say conclusively that EMF from the electric motor or some other part of the hybrid system is the cause of my neurological symptoms, but at this time *I can find no other potential explanation, as they only occur when I drive my GS450h.* To date, Lexus has not engaged in any serious technical examination of the vehicle; their position is that there is nothing they can do since they cannot "duplicate the condition." (Meaning that their regional technician and local service staff do not experience any of the symptoms I described above while driving the vehicle.)

Despite the fact that EMF emissions are not regulated in consumer products, shouldn't a manufacturer bear some responsibility for providing a reasonable standard for "prudent avoidance" of EMF? Since the driver has no option to distance himself from the source, it must be the manufacturer's responsibility to mitigate exposure by placing the radiation source (motor and generator) at a reasonable distance from the driver, or by properly shielding the driver from the radiation source? It seems that neither was done in the case of the design of the GS450h. To achieve balanced weight distribution and better handling and performance the motor and generator were placed centrally, in close proximity driver and front seat passenger.

Despite the inconvenience, discomfort and the lack of response from Lexus, I have no plans to bring legal action of any kind. However, as a matter of conscience, *I cannot and will not sell this car before I have done all that I can to ensure that this vehicle is not a danger to others* because of high levels of EMF. Any information or assistance you can provide would be greatly appreciated.

Thank you in advance for your time and attention.

Best Regards,

A large black rectangular redaction box covers the signature and any accompanying text or contact information.