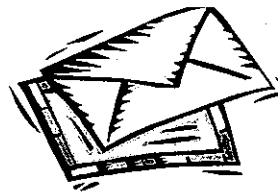


NHTSA ccmMercury Routing Slip



CL-10221678-5288

Printed: 8/31/2010

NHTSA #: ES10-005893	Rec'd Date: 8/31/2010	Referred By: NPO-011
XREF #:	Doc Type: CNG	Doc Date:
Delivery: EML	Address To: NIA110	Due Date: 9/29/2010
S10 #:	DOT/I #:	RMP #:
Subject: CORRESPONDENCE FROM THE OFFICE OF CONGRESSMAN PETE OLSON ON BEHALF OF CONSTITUENT, [REDACTED] RE TOYOTA UNINTENDED ACCELERATION ISSUE		
Ack Date:	Ack By:	Signed For:
Sign Office: DIR. GOVT. AFFAIRS	Signature: CHAN LIEU	Cleared For:
Cleared Date:	Cleared By:	Closed Date:
File Loc:	XREF File:	
Added By: BMILLINGS x65470	Modified By: BERNADETTE.MILLINGS	
Most Recent Comment:		

Author:

The Honorable PETE OLSON
U.S. HOUSE OF REPRESENTATIVES

WASHINGTON, DC 20515
Tel: Fax: E-mail:

Assigned To	Task	Asgn Date	Deadline	Returned Date
NIA-110	REPLY	8/31/2010	9/29/2010	
NVS-200	INFORMATION	8/31/2010		8/31/2010
NVS-010	INFORMATION	8/31/2010		8/31/2010

NVS-200

Info copy only

Note - assigned to NIA for reply

10

1/1

9-1-10

RECEIVED-NHTSA
2010 SEP - 1 P 12:5
EXECUTIVE SECRETARIAT

CONGRESSMAN PETE OLSON

17225 El Camino Real, Suite 447
Houston, Texas 77058
Phone 281-486-1095
Fax 281-486-1479

1650 Highway 6, Suite 150
Sugar Land, Texas 77478
Phone 281-494-2690
Fax 281-494-2649

In accordance with the Privacy Act of 1974 I, [REDACTED] give my personal authorization to Congressman Olson, and /or his staff assistant, designated by him, to make a proper inquiry on my behalf concerning the following _____

RE: TOYOTA UNINTENDED ACCELERATION ISSUE

NHTSA, TOYOTA, PUBLIC OPINION IS NOW POINTING TO "DRIVER ERROR" CAUSING PROBLEM, THE PROBLEM IS DEFECTIVE ABS BRAKES.

Please explain what action you have taken to resolve your problem and any response you have received from any other agency. NUMEROUS LETTERS / EMAILS TO VARIOUS ORGANIZATIONS, STARTING WITH NHTSA LETTER DEC 2006. RE DEFECTIVE ABS BRAKES. CURRENT TOYOTA ISSUE ALSO DEFECTIVE ABS BRAKES. SENT EMAIL THEN WEB SITES TO MANY SUB COMMITTEE MEMBERS

[REDACTED]
Name (Please Print)

[REDACTED]
Social Security Number

[REDACTED]
Address

Claim Number (If Applicable)

MISSOURI CITY TX
City State Zip

[REDACTED]
Home Telephone Number

FORT BEND
County

[REDACTED]
Alternate Telephone Number

[REDACTED] 7/22/2010
Signature Date Signed

[REDACTED]
Email Address

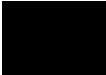
THIS FORM MUST BE SIGNED BY THE PERSON NEEDING HELP, OR, HIS/HER DESIGNATED POWER OF ATTORNEY

ES10-005893

IN FEB/MAR 2010 WHEN HOLDING CONGRESSIONAL HEARING

AFTER STUDIES POINTING TO 'DRIVER ERROR' —

TODAY I SENT LETTER TO JOE BARTON - RANKING MEMBER OF
THE HOUSE ENERGY AND COMMERCE COMMITTEE EXPLAINING
MY ANALYSIS,

TODAY I AM GIVING A SIMILAR LETTER TO MY CONGRESSMAN
(ATTACHED)
PETE OLSEN WHO I HOPE CAN BETTER DISTRIBUTE THE
INFORMATION TO RELEVANT PARTIES — 

NTSA DIRECTOR DAVID STRICTLAND

DOT SECRETARY LAHOOD

HEADS / RANKING MEMBERS / ALL MEMBERS IF CUSTOMARY
OF EACH COMMITTEE REVIEWING SUDEN
ACCELERATION PROBLEM, (THEY ARE HEADING
IN A WRONG DIRECTION)

Missouri City, Texas

July 22, 2010

Congressman Pete Olson
514 Cannon HOB
Washington, DC 20515

Re: Toyota Unintended Acceration problem

Dear Congressmann Olson,

DOT NHTSA has been blaming the driver for any accident they can not find a reason for, for over 20 years. If no solution to a problem is found, they contract a study to support a new distracted driver law. Therefore we have many "Distracted Driver" laws and the accidents keep happening since the root cause was never correctly determined. The Toyota unintended acceleration issue is just another repeat of NHTSA failure to determine the root cause of the problem, and place the blame on the driver.

For instance, it is easy to do a study and prove there are idiot drivers. One such activity is attacking cell phone use by drivers. This has logical rational and public support. But a study the Highway Loss Institue, an industry group, earlier this years shows that states with cell phone laws have no statistically different accident rates than states without such laws. Therefore while NHTSA can spend money on campaigns to secure public support, it does not address the real problem causing a significant number of accidents and the carnage on the streets goes on.

My summary of the Toyota unintended acceleration problem -

Nov 2009 - Toyota / NHTSA announced recall for floor mats to solve unintended acceleration problem

Recall campaign cost Toyota millions of dollars

Did not solve the acceleration problem

Jan 2010 - Toyota / NHTSA announced recall for sticky accelerator pedals to solve acceleration problem

Recall campaign cost Toyota 100s million dollars

Did not solve the acceleration problem

March / April 2010 - Multiple Congressional hearings to verbally abuse Toyota for not acting quicker

on two recalls that do not solve the problem. Toyota fined millions.

March 2010 on - Exponent contracted by Toyota to review sudden acceleration including ETC with open budget.

NHTSA contracts the National Academy of Science to help solve the problem.

NHTSA contracts a team from NASA to review the acceleration problem.

All the experts and a ton of money spent and the conclusion is - it is the drivers fault!! Again!

The Wall street Journal article - Early Tests Pin Toyota Accidents on Drivers accurately details multiple accident reports which the driver claims their foot was on the brake and black box data that says that the foot was on the accelerator.

Who does the public side with - let me guess - It is not with the potentially crazy driver.

The truth is that both statements are correct - The problem is the sequence of events is not correctly put together because of personal bias and our individual history and experiences.

NHTSA has blamed the driver for misapplication of the foot on the accelerator / leaving Toyota with no problem to solve other than better human proofing the new generation of cars.

The actual problem is the ABS Brakes failed. I have experienced this in two cars and am lucky to still be alive. When I put my foot on the brake, the pedal went to the floor and I had no control of stopping the car. The interesting thing about this problem is when I drove the first car out of the intersection, the brakes worked perfectly from then on. The challenge of finding an intermitant error like this is beyond the capabilities of NHTSA. This type of problem is not comprehensible by most citizens.

But the Toyota problem is acceleration.

The brake pedal normally stops about half way to the floor no matter how hard you push. When the pedal goes to the floor, the driver's brain knows he has his foot on the brake, what he does not realize is the foot may also be over the accelerator pedal. As the brake is pushed to the floor, the accelerator is pushed to the floor. The driver does not understand his foot is over the accelerator, but the car starts speeding up, which the driver knows his foot is on the brake and pushes harder, which causes the car to rapidly accelerate. Therefore sudden unintended acceleration.

It took me a long time to figure this out and was initially reported to NHTSA in December 2006.

If I am right and the ABS Brakes are defective, and I become more convinced every day, it explains / predicts the following.

- A) Replacing floor mats will not solve problem - already proven
- B) Recall for sticky accelerator pedal will not solve the problem - already proven
- C) Toyota cars not recalled can exhibit the sudden acceleration problem - already proven
- D) Exponents test of the ETC is not going to find any problem.
- E) National Academy of Science / NASA team will not find ETC or EM waves causing acceleration problem
- F) *** News Alert *** Other makes of cars will exhibit sudden acceleration since ABS Brakes are made by third parties
- G) The advice by Toyota to stop a run away car is WRONG. The failure of the brakes is what caused the problem - putting both feet on the brakes and applying pressure "because the brakes always override the engine" is bad advice.
- H) Thousands of people have been abused and sent to jail by our "justice system" for the crime of driving a defective car which injured or killed other people in an accident.

I have tried many times over the last few years to send my inputs into various organizations but have never been contacted for what I can add to solving this problem which has eluded a solution for decades.

Respectively submitted,



Millings, Bernadette (NHTSA)

From: Kirinich, Susan (NHTSA)
Sent: Tuesday, August 31, 2010 10:26 AM
To: Millings, Bernadette (NHTSA)
Subject: FW: Congressional Inquiry
Attachments: [REDACTED]

Hi Bernie,

How do we get this logged into the ccmMercury database? Chan asked me to write a reply for his signature, which I have done, but we should also add it to the system.

Susan

From: Lieu, Chan (NHTSA)
Sent: Tuesday, August 24, 2010 11:43 AM
To: Kirinich, Susan (NHTSA)
Subject: Fw: Congressional Inquiry

Can you confirm that we've received this letter?

From: Linnell, Shane <Shane.Linnell@mail.house.gov>
To: Lieu, Chan (NHTSA)
Sent: Tue Aug 24 11:41:43 2010
Subject: Congressional Inquiry

Mr. Lieu;

On the 22nd of July of this year one of our constituents, [REDACTED] requested this office send correspondence to your agency pertaining to the recent Toyota recall. As outlined in the original communication no action is requested from this office to be taken on [REDACTED] correspondence, but I am requesting a response stating that [REDACTED] information was received by your agency. As I am sure your office receives correspondence of this type on a regular basis, I have provided a copy of [REDACTED] information with this email. If you have any questions please feel free to contact me at the number listed below.

Thank you.

Shane Linnell
Casework Specialist
Congressman
US Representative Pete Olson TX-22
1650 Highway 6, Suite 150
Sugar Land, Texas 77478
Office: (281) 494-2690
Fax: (281) 494-2949
Shane.Linnell@mail.house.gov
www.olson.house.gov

Clear Lake Office
17225 El Camino Real, Suite 447

Houston, Texas 77058
Office: (281) 486-1095
Fax: (281) 486-1479