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U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

1200 New Jersey Avenue SE.
Washington, DC 20590

September 7, 2010

The Honorable Pete Olson
Member, U.S. House of Representatives
1650 Highway 6, Suite 150
Sugar Land, TX 77478

Dear Congressman Olson:

Thank you for your recent correspondence on behalf of your constituent, [REDACTED] [REDACTED] wrote expressing his belief that the recent unintended acceleration issue in some vehicles is due to drivers unknowingly pressing the brake and accelerator pedals at the same time coupled with faulty ABS brake systems. [REDACTED] came to this conclusion because of his own experience several years ago when he was unable to stop his vehicle in two separate instances.

As the Federal agency responsible for improving safety on our Nation's highways, we appreciate the report you provided on behalf of [REDACTED] Motorists' reports are an important source of information which we use to help identify safety defect trends. We have received previous reports from [REDACTED] about the ABS brakes in his vehicles. In 2008, in response to a previous Congressional inquiry on behalf of [REDACTED] we reviewed the safety defects database and did not find a safety defect trend regarding the ABS brakes in any of his vehicles.

We welcome the input from the public on the unintended acceleration issue, and believe that using a collaborative approach will produce the most successful results. The National Highway Traffic Safety Administration is now undertaking a comprehensive look into the safety of electronic throttle control (ETC) systems in all vehicles sold in the United States equipped with that technology. The agency has procured help from scientists and other experts in areas such as computer controlled electronic systems, electromagnetic interference, and software integrity. Specifically, the National Aeronautics and Space Administration (NASA) is assisting the agency in conducting a short-term review of ETC systems used in Toyota vehicles to determine whether they contain any possible flaws that could cause unintended acceleration. NASA's expertise in electronics, hardware, software, hazard analysis and complex problem solving ensures this review will be comprehensive. The NASA review of the ETC systems in Toyota vehicles should be completed later this year.



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In addition, the prestigious National Academy of Sciences is examining the broad subject of unintended acceleration and electronic vehicle controls across the entire automotive industry. This will not be limited to Toyota, but will cover all vehicle manufacturers. The panel will make recommendations to NHTSA on how its rulemaking, research, and defects investigation activities may be enhanced to ensure the safety of electronic control systems in motor vehicles. If either study should identify a potential safety-related defect, an investigation will be opened.

I hope this information is helpful. If you have any questions, please contact me or Mr. Daniel C. Smith, Associate Administrator for Enforcement, at (202) 366-3217.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Chan D. Lieu". The signature is fluid and cursive, with a long horizontal stroke at the end.

Chan D. Lieu
Director of Government Affairs,
Policy and Strategic Planning