

**INFORMATION Redacted PURSUANT TO THE FREEDOM OF
INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6)**



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

February 1, 2011

The Honorable Dennis A. Cardoza
Member, U.S. House of Representatives
1010 10th Street, Suite 5800
Modesto, CA 95354

NVS-216 nlm
Ref. No. 10313301

Dear Congressman Cardoza:

Thank you for your correspondence on behalf of your constituent, [REDACTED]. [REDACTED] wrote concerning his model year (MY) 2006 Toyota Corolla vehicle.

The National Highway Traffic Safety Administration (NHTSA) is the Federal agency responsible for improving safety on our Nation's highways. We are authorized to order manufacturers to recall and repair vehicles or motor vehicle equipment when our investigations indicate that they contain safety defects in their design, construction, or performance. We also monitor the adequacy of manufacturers' recall campaigns. In order for the agency to initiate an investigation, we look carefully at the body of consumer complaints and other available data to determine whether a defect may exist. We cannot act on isolated problems or resolve disputes between individual owners, dealers, or manufacturers.

We appreciate the report you provided on behalf of [REDACTED]. Reports from motorists are a very important source of information for us. In [REDACTED] correspondence, he indicated that he filed an online complaint with NHTSA, which we located under complaint No. 10313301. Information submitted by owners via the Internet is automatically entered into our complaint database. NHTSA's Office of Defects Investigation reviews and analyzes the data to determine whether an investigation is warranted. If necessary, we will follow up and contact the vehicle owner. Otherwise the information is entered into our database and used to identify safety-related defect trends. We apologize for any confusion this may have caused.

In his correspondence, [REDACTED] experienced unintended acceleration while driving his MY 2006 Toyota Corolla. Also the steering and brake systems malfunctioned, causing his vehicle to crash into another vehicle, and the air bags failed to deploy on impact. He would also like to know if the tires could have contributed to the crash. Toyota Motor Company inspected [REDACTED] vehicle, but he feels that Toyota did not inspect it thoroughly since they only looked at the brake pads and floor mats.

The Honorable Dennis A. Cardoza

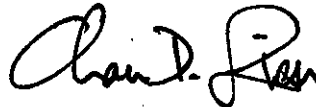
We are sorry to hear of the problems [REDACTED] reported and understand his concern regarding the unintended acceleration he experienced. However, the MY 2006 Toyota Corolla is not included in the recent recalls announced by Toyota addressing unintended acceleration. We cannot investigate his individual case; however, NHTSA has opened a recall query (No.10-003, summary enclosed) requesting additional information from Toyota to understand more fully and evaluate, among other things, whether the scope of the recalls identified (makes, models, and model years) is sufficiently broad.

NHTSA is currently undertaking a comprehensive look into the safety of electronic throttle control systems in all vehicles sold in the United States equipped with that technology. The National Academy of Sciences is examining the broad subject of unintended acceleration and electronic vehicle controls across the entire automotive industry. Separately, NHTSA has enlisted National Aeronautics and Space Administration scientists with expertise in areas such as computer controlled electronic systems, electromagnetic interference, and software integrity to examine the issue of unintended acceleration specifically in Toyota vehicles. If the agency should identify a potential safety-related defect, an investigation will be opened.

In addition, we reviewed our database in an effort to identify whether a safety defect trend exists with regard to steering, brake, air bag non deployment, tire and electronic control module problems in MY 2006 Toyota Corolla vehicles. At this time, there is insufficient evidence to warrant opening a safety defect investigation. The information provided has been entered into our database. It will be considered with future reports to identify any safety defect trends that may require our attention.

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

Sincerely yours,



Chan D. Lieu
Director, Governmental Affairs,
Policy and Strategic Planning

Enclosure

cc: Washington Office



U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

ODI RESUME

Investigation: RQ10-003
Date Opened: 02/16/2010
Principal Investigator: Jennifer Timian
Subject: Unintended Acceleration

Manufacturer: Toyota Motor Corporation
Products: Various MY 2004 - 2010 Toyota, Lexus and Pontiac vehicles
Population: 7,709,749

Problem Description: Unintended and uncontrollable acceleration.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:			
Crashes/Fires:			
Injury Incidents:			
# Injuries:			
Fatality Incidents:			
# Fatalities:			
Other*:			

*Description of Other:

Action: Open Recall Query (RQ).

Principal Investigator: Jennifer Timian

Date: 02/16/2010

Div. Chief: George Person

Date: 02/16/2010

Office Dir.: Kathleen C. DeMeter

Date: 02/16/2010

SUMMARY: On September 26, 2007, Toyota filed a Defect Information Report and notified NHTSA that some of its model year (MY) 2007 and 2008 Lexus E350 and Toyota Camry vehicles could experience unintended and uncontrolled acceleration due to interference between the optional all weather floor mat offered on those vehicles and the vehicles' accelerator pedal. This decision was influenced by an Office of Defects Investigation (ODI) Engineering Analysis. This recall was designated 07E-082.

Two years later, on October 5, 2009, Toyota filed a Defect Information Report and notified NHTSA that a number of its MY 2004-2009 Lexus and Toyota vehicles may also experience unintended and uncontrolled acceleration due to interference between the accelerator pedal and the driver's floor mat. This recall was designated 09V-388.

(Continued on Page Two)

Several months later, on January 27, 2010, Toyota filed an amended, or supplemental, Defect Information report and expanded the population of vehicles to include additional MY 2008-2010 Toyota and Lexus vehicles. Since this expansion took place in a different calendar year, this recall was designated 10V-023.

Separately on January 21, 2010, Toyota filed a Defect Information Report and notified NHTSA that certain Toyota vehicles and certain Pontiac Vibe vehicles contained a safety defect in the accelerator pedal assembly that may cause the accelerator pedal to become harder to depress, slower to return, or in the worse case, mechanically stuck in a partially depressed position. NHTSA designated this recall 10V-017.

In total, the four recalls cover over 7.6 million Toyota and Lexus vehicles as well as the Pontiac Vibe product made by New United Motor Manufacturing, Inc., a venture of Toyota and General Motors Corporation.

NHTSA requires additional information from Toyota to more fully understand and evaluate, among other things, whether the scope of the recalls identified above (makes, models and model years) is sufficiently broad. The agency is seeking to determine whether Toyota viewed the underlying defects too narrowly as interference between the accelerator pedal and the driver's side floor mat, or as a lever design (including materials) or performance problem giving rise to a sticking accelerator pedal, without fully considering the broader issue of unintended acceleration and any associated safety-related defects that warrant recalls. For purposes of this investigation, "unintended acceleration" refers to unintended, unrequested, uncontrollable, and/or unexplained acceleration of a subject vehicle, and to the failure of a vehicle's engine to return to idle when the driver takes his or her foot off of the accelerator pedal or raises his or her foot to a position where the engine ordinarily would return to idle, regardless of the alleged or determined cause of the acceleration or failure to decelerate or return to idle and regardless of the speed at which the event allegedly took place. Unintended acceleration thus is broader than interference between the accelerator pedal and driver's side floor mat and sticking accelerator pedals with levers made of a particular plastic(s). NHTSA is seeking information about how Toyota viewed complaints and other reports to Toyota and how Toyota assessed potential electromagnetic interference. The agency also requires information from Toyota on why some models of vehicles with electronic throttle control were not included in the recalls. This investigation does not duplicate TQ10-001 or TQ10-002.

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