

NVS-200



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

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

Administrator

1200 New Jersey Avenue SE
Washington, DC 20590

June 28, 2010

[REDACTED]

Carson City, NV [REDACTED]

NVS-216 nlm
Ref. # 10313986

Dear [REDACTED]

Thank you for your correspondence concerning your model year (MY) 2003 Toyota Camry. Senator Harry Reid forwarded your correspondence to the National Highway Traffic Safety Administration (NHTSA) and asked that we respond directly to you. We regret any inconvenience our delay in responding may have caused you.

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 items of motor vehicle equipment when our investigations indicate that they contain safety defects in their design, construction, or performance. 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 appreciate the report you provided. Reports from motorists are a very important source of information for us. In your correspondence you indicate that your MY 2003 Camry always acted strange and that nobody could diagnose the problem. In addition you would like to know why Toyota closed the investigation into unintended acceleration in MY 2002 through MY 2008 Camry vehicles. You also feel the problems are not caused by a "sticky pedal" or "floor mat" but more likely a computer or electronic throttle system (ETC).

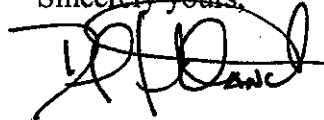
As you know, the MY 2003 Camry is not included in the recent recalls initiated by Toyota. The MY 2002 through MY 2006 Camry is the third generation Camry, and is a completely different vehicle than the MY 2007 through MY 2010 Camry, which is involved in the recalls. As such, it uses a different style ETC system and has a different accelerator pedal configuration. At this time, NHTSA has not identified a safety defect in MY 2002 through MY 2006 Toyota Camry vehicles.

NHTSA has, however, opened a recall query (RQ10-003, summary enclosed) requesting additional information from Toyota to more fully understand and evaluate, among other things, whether the scope of the current recalls (makes, models, and model years) is sufficiently broad. NHTSA will continue to monitor the performance of these vehicles. We recommend that you subscribe to receive email recall notifications directly from NHTSA at <http://www-odi.nhtsa.dot.gov/index.cfm>. Under Subscriptions, there is a link for Email Notifications which when opened will display a page titled, "Subscribe To NHTSA's Recall Notification Email System." When you complete the form with your vehicle information and email address and submit the information to NHTSA, you will begin receiving emails for recalls on your vehicle.

For your information, the agency is now undertaking a comprehensive look into the safety of ETC systems in all vehicles sold in the United States equipped with that technology. The prestigious National Academy of Sciences will examine 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 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 "D. Strickland", with a stylized flourish at the end.

David L. Strickland

Enclosure

cc: The Honorable Harry Reid