U.S. Department of Transportation

National Highway Traffic Safety Administration

1200 New Jersey Avenue, SE
Washington, DC 20590

May 18, 2011

[redacted]

NVS-216 nam
Ref. No. 10317554

Dear [redacted]

Thank you for your correspondence that was received by the National Highway Traffic Safety Administration's (NHTSA), Office of Defects Investigation regarding your model year 1986 Toyota Camry LE vehicle. Due to the unprecedented increase in the number of correspondence received by this office last year for the Toyota unintended acceleration recalls our limited resources were overwhelmed and we are now just getting to your letter. In 2010, NHTSA received over 66,000 complaints which is a significant increase over the 36,000 complaints we received as an annual average from 2005 to 2009. Please accept our apologies for this delay in responding. You can be assured that your complaint will be considered along with other complaints for future defect investigations and to identify safety-related defect trends.

The United States Department of Transportation released results from an unprecedented 10-month study of potential causes of unintended acceleration in Toyota vehicles. NHTSA launched the study last spring at the request of Congress, and enlisted National Aeronautics and Space Administration (NASA) engineers with expertise in areas such as computer controlled electronic systems, electromagnetic interference and software integrity to conduct research into whether electronic systems or electromagnetic interference played a role in incidents of unintended acceleration.

NASA engineers found no electronic flaws in Toyota vehicles capable of producing the large throttle openings required to create dangerous high-speed unintended acceleration incidents. The two mechanical safety defects identified by NHTSA more than a year ago - "sticking" accelerator pedals and design flaws that enable accelerator pedals to become trapped - remain the only known causes for these kinds of unsafe unintended acceleration incidents.

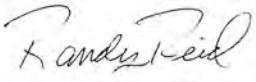
In completing their report, NASA engineers evaluated the electronic circuitry in Toyota vehicles and analyzed more than 280,000 lines of software code for any potential flaws that could initiate an unintended acceleration incident. At the Goddard Space Flight Center in Maryland, NASA

hardware and systems engineers rigorously examined and tested mechanical components of Toyota vehicles that could result in an unwanted throttle opening. At a special facility in Michigan, NHTSA and NASA engineers bombarded vehicles with electromagnetic radiation to study whether such radiation could cause malfunctions resulting in unintended acceleration. NHTSA engineers and researchers also tested Toyota vehicles at NHTSA's Vehicle Research and Test Center in East Liberty, Ohio to determine whether there were any additional mechanical causes for unintended acceleration and whether any of the test scenarios developed during the NHTSA-NASA investigation could actually occur in real-world conditions.

Since 2009 Toyota recalled slightly more than 10 million vehicles as part of the sticky pedal and pedal entrapment recalls. Toyota also paid $48.8 million in civil penalties as the result of NHTSA investigations into the timeliness of several safety recalls last year. Across the industry, automakers voluntarily initiated a record number of safety recalls in 2010.

Should you encounter a safety-related problem with a motor vehicle or item of motor vehicle equipment in the future, we would appreciate it if you would complete an electronic Vehicle Owner's Questionnaire online at www.nhtsa.dot.gov/ivoq or call the Auto Safety Hotline at 1-888-327-4236. Also, the NHTSA Executive Summary and NHTSA Full Report for the NHTSA-NASA investigation can be located online at www.nhtsa.dot.gov.

Sincerely,



Randy Reid, Chief
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Office of Defects Investigation
Enforcement