

**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

July 29, 2010

[REDACTED]  
Jeffersonville, IN [REDACTED]

NVS-216 et  
Ref. No.10318651

Dear [REDACTED]

Thank you for your correspondence concerning your model year (MY) 2004 Toyota Camry. We regret any inconvenience our delay in responding may have caused you.

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 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 letter you indicated that while your wife was attempting to park your MY 2004 Toyota Camry the vehicle suddenly accelerated, side swiped a car, jumped five curbs and destroyed some landscaping before she was able to bring it to stop. The crash caused considerable damage to the vehicle.

We are sorry to hear of the problems you encountered and understand your concern for the unintended acceleration incident you experienced; however, the MY 2004 Toyota Camry is not included in the recent recalls announced by Toyota that address unintended acceleration caused by pedal entrapment and a sticky pedal.



The agency has opened 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 recalls (makes, models, and model years) is sufficiently broad and the recalls were done in a timely manner. NHTSA will fully investigate any possible defect trends in these vehicles regardless of whether pedal entrapment, a sticky accelerator pedal or electronic throttle control (ETC) systems appear to be an issue.

NHTSA is also 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.

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 <http://www.nhtsa.dot.gov/ivoq> or call the Auto Safety Hotline at 1-888-327-4236. Also, a summary listing of vehicle owners' complaints, safety recalls, manufacturers' service bulletins, etc. can be obtained at <http://www.nhtsa.dot.gov/cars/problems>.

Sincerely,

A handwritten signature in black ink that reads "Randy Reid". The signature is written in a cursive, flowing style.

Randy Reid, Chief  
Correspondence Research Division  
Office of Defects Investigation  
Enforcement

Enclosure