

**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

JUL 28 2010

NVS-216 nlm
Ref. No. 10318691

[REDACTED]
Hays, NC [REDACTED]

Dear [REDACTED]

Thank you for your correspondence concerning the unintended acceleration event you experienced with your model year (MY) 1995 Toyota Land Cruiser which resulted in a crash. Your correspondence was received by the National Highway Traffic Safety Administration's (NHTSA) Office of Defects Investigation.

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. We understand your concern for the unintended acceleration event you experienced and you have our sincere sympathy for the injuries you and your wife encountered in the crash. However, the MY 1995 Toyota Land Cruiser is not included in the recent recalls announced by Toyota that address unintended acceleration caused by pedal entrapment and a sticky pedal. Regardless of the recalls, all driver's side floor mats need to be secured to eliminate them from sliding under the pedals and should not be stacked on one another.

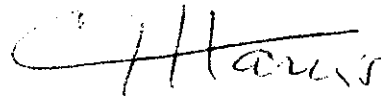
The agency has opened recall query (RQ10-003, summary enclosed) requesting additional information from Toyota to more fully understand and evaluate, among other things, whether the scope of the recalls (makes, models, and model years) is sufficiently broad and the recalls were done in a timely manner. 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 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. Richard Boyd, Acting Director, Office of Defects Investigation, at (202) 366-4933.

Sincerely yours,



See Daniel C. Smith
Associate Administrator
for Enforcement

Enclosure