

**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**

Administrator

1200 New Jersey Avenue SE.
Washington, DC 20590

June 30, 2010

[REDACTED]
Ft. Lauderdale, FL [REDACTED]

NVS-216 et
Ref. No. 10329604

Dear [REDACTED]

Thank you for your correspondence concerning your model year (MY) 2005 Lexus LS430. Senator LeMieux referred your correspondence to the National Highway Traffic Safety Administration (NHTSA) and asked that we respond directly to 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 letter you indicated that you encountered an event of unintended acceleration in your MY 2005 Lexus LS430 which caused you to crash into a steel fence. As a result, you incurred expenses to repair your vehicle and replace the fence.

We are sorry to hear of the unintended acceleration problems you encountered. However, the MY 2005 Lexus LS430 is not included in the recent recalls announced by Toyota addressing unintended acceleration caused by pedal floor mat entrapment and a sticky pedal. The MY 2005 Lexus LS430 was not produced with a CTS accelerator pedal, which is involved in the recall and there is no evidence of accelerator pedal entrapment by a floor mat at this time.

The agency has 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 recalls identified (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



EXT 7
MVP3
ES10-003300

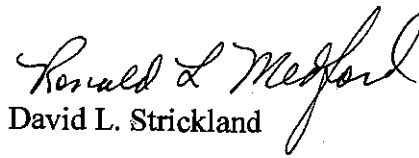
████████████████████

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, NHTSA is now 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 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, NHTSA's Associate Administrator for Enforcement, at (202) 366-3217.

Sincerely yours,

for 
David L. Strickland

Enclosure

cc: Senator George LeMieux