

NVS 200

**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

July 20, 2010

The Honorable Mike Thompson
Member, U.S. House of Representatives
317 Third Street, Suite 1
Eureka, CA 95501

NVS-216 mec
Ref. No.10334852

Dear Congressman Thompson:

Thank you for your correspondence on behalf of your constituent, [REDACTED]. [REDACTED] wrote your office concerning unintended acceleration with his model year (MY) 2005 Toyota Camry vehicle.

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 on behalf of [REDACTED]. Reports from motorists are a very important source of information for us. We understand [REDACTED] concern for the hesitation and "lurching" problems he encountered with his vehicle. The MY 2005 Toyota Camry is not included in the recalls announced by Toyota that address unintended acceleration caused by pedal entrapment and a sticky pedal. NHTSA 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 is now undertaking a comprehensive look into the safety of electronic throttle control (ETC) systems in all vehicles sold in the United States equipped with that technology. The agency has procured help from scientists and other experts in areas such as computer controlled electronic systems, electromagnetic interference, and software integrity from the National Aeronautics and Space Administration (NASA) to conduct a short-term review of ETC systems used in Toyota vehicles to determine whether they contain any possible flaws

Page 2

The Honorable Mike Thompson

that could cause unintended acceleration. NASA's expertise in electronics, hardware, software, hazard analysis and complex problem solving ensures this review will be comprehensive. The NASA review of the ETC systems in Toyota vehicles should be completed by late summer.

In addition, the prestigious National Academy of Sciences will examine the broad subject of unintended acceleration and electronic vehicle controls across the entire automotive industry. This will not be limited to Toyota, but will cover all vehicle manufacturers. The panel will make recommendations to NHTSA on how its rulemaking, research, and defects investigation activities may be enhanced to ensure the safety of electronic control systems in motor 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,

for Ronald L. Medford
David L. Strickland

Enclosure

cc: Washington Office