



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

**INFORMATION Redacted PURSUANT TO THE FREEDOM OF
INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6)**

Administrator

1200 New Jersey Avenue, SE
Washington, DC 20590

September 29, 2010

The Honorable Lori Swanson
Attorney General of Minnesota
102 State Capitol
St. Paul, MN 55155

NVS-216 nlm
Ref. No.10349951

Dear Ms. Swanson:

Thank you for your correspondence on behalf of [REDACTED] concerning her model year (MY) 2005 Toyota Camry.

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] frustration concerning the two sticky pedal events she experienced; however, the MY 2005 Camry is not included in the recent recalls announced by Toyota that address unintended acceleration caused by pedal entrapment and a sticky pedal. [REDACTED] indicated she sold the vehicle back to the dealer because the problem could not be found. She is still concerned about this vehicle and others like it being on the road.

The agency has opened recall query 10-003, (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 agency has procured help from scientists and other experts in areas such as computer controlled electronic systems, electromagnetic interference, and software integrity. On behalf of NHTSA, the National Aeronautics and Space Administration (NASA) is conducting a short-term review of ETC

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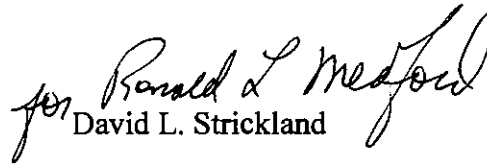
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systems used in Toyota vehicles to determine whether they contain any possible flaws that could cause unintended acceleration. NASA's expertise in electronics, hardware, software, hazard analysis, and complex problem solving ensures this review will be comprehensive. The NASA review of the ETC systems in Toyota vehicles should be completed in the fall.

In addition, the National Academy of Sciences is examining 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,


David L. Strickland

Enclosure