

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

[REDACTED]
Wilmington, DE [REDACTED]

NVS-216
Ref. No. 10363333

Dear [REDACTED]

Thank you for your recent correspondence concerning your model year (MY) 2002 Toyota Tacoma. 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 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 2002 Toyota Tacoma which caused you to crash. As a result of the crash, you have sustained debilitating injuries.

We are sorry to hear of the unintended acceleration problems you encountered. As you know, the MY 2002 Toyota Tacoma 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 2002 Toyota Tacoma 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 requesting additional information from Toyota to 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 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.

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 National Academy of Sciences is examining 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.

On February 16, NHTSA sent Toyota two timeliness queries, which are detailed requests for information about when Toyota learned about the defects that are addressed by the pedal entrapment recall and the sticking pedal recall. The information Toyota provided in response to these requests helped NHTSA determine whether Toyota's initiation of the recall met its obligation to notify NHTSA quickly. After review, NHTSA determined that Toyota did not meet their obligation and was assessed the maximum civil penalty allowed of \$16,375,000 for the sticky pedal recall. NHTSA's investigation of unintended acceleration in Toyota vehicles continues and more penalties may be assessed.

I hope this information is helpful. If you have any questions, please contact me or Mr. Randy R. Reid, Chief, Correspondence Research Division, at (202) 366-4383.

Sincerely yours,

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

Richard Boyd, Acting Director
Office of Defects Investigation