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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

October 31, 2011

The Honorable Amy Klobuchar
United States Senator
1200 Washington Avenue South, Suite 250
Minneapolis, MN 55415

NVS-216 et
Ref. No. 10414271

Dear Senator Klobuchar:

Thank you for your correspondence on behalf of your constituent, [REDACTED]
[REDACTED] wrote your office concerning her model year (MY) 2003 Toyota Corolla 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. We cannot act on isolated problems or resolve disputes between individual owners, dealers, or manufacturers.

On August 29, we responded to a letter from Attorney General Swanson regarding [REDACTED] complaint and indicated we were reviewing the data related to allegations of unintended acceleration in MY 2003 Toyota Corolla vehicles. On September 29, we responded to the same complaint from [REDACTED] that was forwarded to us by Congressman Walz. In our response to Congressman Walz, we provided the results of our research which is being restated in this letter.

[REDACTED] indicated that she experienced an unintended acceleration event in her MY 2003 Toyota Corolla vehicle. The incident occurred while she attempted to reduce her vehicle's speed with the cruise control engaged after applying the brake. She explained that her vehicle began to accelerate, forcing her to apply the brakes hard enough to activate the antilock brake system. When the vehicle stopped, the engine was roaring so she shifted to neutral and shut the vehicle off. She stated not having a problem after that incident and disagrees with a dealer's assertion that the unintended acceleration was caused by the driver's side floor mat or driver error.



The Honorable Amy Klobuchar

██████████ did take appropriate action during the incident by:

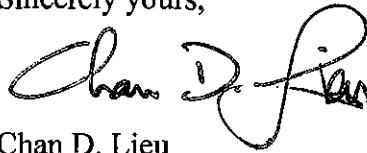
- Braking firmly and steadily – not pumping the brake pedal;
- Shifting the transmission into neutral;
- Steering to a safe location;
- Shutting the engine off; and
- Calling her dealer or repair shop to report the incident.

We have reviewed our database in an effort to identify whether a safety defect trend exists with regard to unintended acceleration problems in MY 2003 Toyota Corolla vehicles. At this time, there is insufficient evidence to warrant opening a safety defect investigation. The information you provided has been entered into our database and will be considered to identify any safety defect trends that may require our attention.

In addition, ██████████ vehicle was not included in Toyota's recalls to address unintended acceleration. The MY 2003 Toyota Corolla was not produced with a CTS accelerator pedal that was involved in the recall campaign. Furthermore, NHTSA has not identified a safety risk with floor mat pedal entrapment in the MY 2003 Toyota Corolla vehicles.

I hope this information is helpful. If you have any questions, please contact me or Ms. Nancy L. Lewis, Associate Administrator for Enforcement, at (202) 366-3217.

Sincerely yours,



Chan D. Lieu
Director, Governmental Affairs,
Policy and Strategic Planning

cc: Washington Office