



U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

1200 New Jersey Avenue SE.
Washington, DC 20590

[REDACTED]

NEF-109 nlm
Ref. No. 11257037

Philadelphia, PA [REDACTED]

Dear [REDACTED]:

Thank you for the letter about your model year (MY) 2019 Toyota Camry vehicle. Your letter was forwarded to the National Highway Traffic Safety Administration's (NHTSA) Office of Defects Investigation. I am pleased to respond

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. We also monitor the completion rates and adequacy of manufacturers' recall campaigns.

We appreciate the report you provided. Reports from motorists are a very important source of information for NHTSA. Please accept our sincere sympathy for the injuries you sustained in the crash and the total loss of your vehicle. We reviewed our database to identify whether a safety defect trend exists with unintended acceleration and air bag non-deployments in MY 2019 Toyota Camry vehicles. At this time, our research did not identify enough evidence to open a safety defect investigation or to initiate a recall.

Please note that NHTSA does not have authority to remove or close recalls on consumer's vehicles. Furthermore, recalls are very specific regarding vehicle build dates, affected vehicle identification numbers (VIN), assembly plants, remedy procedures, and defective components. Based on these criteria, a review of our database did not identify any recalls that applied to your vehicle before your purchase date of March 28, 2019. Thus, the reason why you did not receive

any recall notifications. We confirmed that there are no open recalls on your vehicle at this time (report enclosed)

To this date, NHTSA continues to monitor unintended acceleration. A two-year study by the National Aeronautics and Space Administration (NASA) National Academy of Science (NAS) and NHTSA engineers and scientists found no electronic flaws in Toyota vehicles capable of producing the large throttle openings required to create dangerous high-speed unintended acceleration incidents. The two mechanical safety defects identified by NHTSA - “sticking” accelerator pedals and design flaws that enable accelerator pedals to become trapped remain the only known causes for these kinds of unsafe unintended acceleration incidents.

Toyota has recalled slightly more than 10 million vehicles in the United States for these two safety defects. However, NHTSA has not identified these two mechanical safety defects in MY 2019 Toyota Camry vehicles.

Finally, a number of factors, other than crash severity, can affect whether an air bag will deploy in a specific crash, e.g., the angle of impact, the speed of the involved vehicles, and the amount of force absorbed by vehicles or objects that are impacted. When provided with all necessary details and particularly after an opportunity to examine the vehicle(s) involved in a crash, an expert in crash reconstruction can provide an educated opinion as to whether the air bag in a vehicle should have deployed in a specific crash.

We entered your information into our database. It will be used with other reports to identify any safety defect trends that may require our attention. You can learn more about NHTSA’s investigation and recall process on our website at https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/mvdefectsandrecalls_808795.pdf. We recommend that you continue to work with Toyota and your dealer to determine the cause of the unintended acceleration and why the air bags did not deploy during the crash.

If you encounter a safety-related problem with a motor vehicle or motor vehicle equipment in the future, please complete an electronic Vehicle Owner’s Questionnaire online at www.nhtsa.gov or call the Vehicle Safety Hotline at 888-327-4236. Also, owners’ complaints, safety recalls, manufacturers’ service bulletins, etc. can be reviewed on our website.

Sincerely,

A handwritten signature in cursive script that reads "Randy Reid".

Randy Reid, Chief
Correspondence Research Division
Office of Defects Investigation
Enforcement

Enclosure