

OF INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6)

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Traffic Safety Administration		1-800-367-4230 INTERNET: www.nhtsa.dot.gov/hotline		FOR AGENCY USE ONLY 100148	
Name		Date Received 18-FEB-2022		Repository ☐	
Address		Evening Telephone Number		Reference No. 11452797	
City Waterloo		State IA		ZIP Code	
The information you provide will be used to identify potential safety-related defects. We may share your information with the applicable vehicle manufacturer during an investigation or recall in accordance with the routine uses described in the agency's Privacy Act notice. See 49 FR 53971 (Sep. 3, 2004).					
VEHICLE INFORMATION					
17 digit Vehicle Identification Number Located at bottom of windshield on driver's side 5yj3e1eb0m1s		MAKE TESLA		Model MODEL 3	
Date Purchased		Dealer's Name and Telephone Number Mercedes Benz of Lafayette 3374434152		Engine: No. Cylinders	
Original Owner ☐		Dealer's City: Lafayette		Fuel Type:	
Transmission Type		STATE IA		ZIP Code 70503	
☐ Antilock Brakes ☐ Cruise Control		Powertrain		Multiple Failure:	
				Incident Date(s) 06-JUN-2021	
FAILED COMPONENT(S)/PART(S) INFORMATION					
Vehicle Components Codes: 263011 FORWARD COLLISION AVOIDANCE; ADAPTIVE CRUISE CONTROL; SOFTWARE; SIGNAGE/SIGNAL RECOGNITION				Failure Mileage 50.0	
				Failure Speed 55	
ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE					
Tire Make		Tire Model (Name or Number)		Tire Size (Example P215/65R15)	
DOT No. (Example: DOTM1 9ABC036)		☐ Original Requirement ☐ Prior Repair		Failure Location:	
Tire Component Code				Tire Failure Type:	
ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE					
Make:		Date Manufactured:		Model No./Name:	
Seat Type:		Installation System:			
Child Seat Component Code:		Failed Part:			
APPLICABLE INCIDENT INFORMATION (Please describe in detail the incident(s), failure(s), crash(es), injury(ies).)					
Crash ☐ Yes ☒ No		Fire ☐ Yes ☒ No		Number of Persons Injured	
				Number of Deaths	
				Reported to Police N	
Narrative Description of Incident(s), Crash(es), Injury(ies). Please describe (1) events leading up to the failure, (2) failure and its consequences, and (3) what was done to correct the failure; i.e., parts repaired or replaced (and if old part is available).					
The contact owns a 2021 Tesla Model 3. The contact stated while driving at 55 MPH with the Forward Collision Adaptive cruise control engaged, the driver was approaching a railroad overpass and the vehicle stopped independently. The cruise control was disengaged and the vehicle operated as designed. The contact stated that the failure was intermittent. The contact stated that the Adaptive Cruise Control signal recognition was not functioning as designed. The contact reached out to the manufacturer and provided an online form describing the failure. The manufacturer confirmed that the issue was a known failure and that a fix was in the process. The vehicle was not diagnosed or repaired. The manufacturer was made aware of the failure. The failure mileage was approximately 50. The issue is with the adaptive cruise control, not the forward collision mitigation system. I believe it is a design problem. Prior to May 2021, Tesla Model 3 and Model Y vehicles used forward looking radar and cameras to support adaptive cruise control. Radar was removed from these two models in May, when Tesla decided to use only cameras to support adaptive cruise control. This design intent works relatively well on four-lane divided highways but does not work reliably on two lane highways. The cameras do not have the precision to identify only objects directly in front at short range. As a result, about a third of the time when meeting a semi, bus, or other large vehicle approaching on a two-lane highway, the system slams on the brakes violently until the driver turns off the cruise control. It happens more frequently at night. The system will sometimes slam on the brakes when the cameras see an overpass ahead, or even dark shadows on the road surface. This can happen on four-lane divided highways too. Violently slamming on the brakes startles the driver and passengers and could cause a rear-end collision if the driver of the following vehicle is not paying attention. This issue is widely documented and discussed in Tesla online chat rooms and owner sites. Tesla's position is that they are aware of the problem and working to solve it.					
Incl					
The Privacy Act of 1974-Public Law 93-579. This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond to this questionnaire. Your response may be used to assist the NHTSA in determining whether a Manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.					