

U.S. Department of Transportation
National Highway Safety Administration
Office of Defects Investigation (NVS-210)

Dear Associate

I have owned a great variety of cars in the last 10 years from Audi, Toyota, Lexus, Ford, Mercedes, and BMW. All of them have had some form of brake throttle override. I sometimes use my left foot to brake and the right foot to accelerate if I am in a stop and go situation, or merging into traffic. I'll lightly have my left foot above the brake and press the accelerator however I may feather the brake if the traffic situation warrants it. This can cause the accelerator to immediately disengage.

After removing my foot from the brake most of the cars return to full usage in what seems to be a split second except the Audi. The time delay for the accelerator to become functional again seems like 2 or more seconds longer than any other manufacturer. I've had 3 Audis and they all do it. At times I have been unable to quickly merge into traffic when this happens leaving the car temporarily unable to move. This can and has put me in a dangerous situation like a sitting duck.

There are others online who have complained about this experience. What is the solution? The time delay from no acceleration back to acceleration needs to be shortened considerably like it is with other manufacturers. The 3 Audis are a '13Q5, a 14Q5, and an '18 S5 Sportback (currently owned).

If any of this seems confusing I would be available to explain on the phone.

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Thank you

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Delray Beach, FL

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