

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

From: [REDACTED]  
To: [EVOO \(NHTSA\)](#); [REDACTED]  
Cc: [NHTSA ODI CRD](#); [REDACTED]  
Subject: ODI-11485311 & 11480619  
Date: Tuesday, September 20, 2022 6:44:03 PM

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[REDACTED]  
Subject: 2019 Tesla Model X Loss Of Power - ODI #s 11485311 & 11480619  
To: [nhtsa.webmaster@dot.gov](mailto:nhtsa.webmaster@dot.gov)

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Dear Sir/Madam,

With reference to the subject matter, I have a few questions/comments:

- \* Where do I find data regarding Meantime Between Failures (MTBF) for vehicles, components, systems, subsystems?
- \* Does NHTSA review MTBF data during vehicle recall investigations?
- \* Is there a threshold MTBF number below which the vehicle is deemed unsafe for use by consumers?
- \* Since incident #1 occurred in Feb/March 2022 at 26,364 miles, and incident #2 occurred at 34,235 miles, it would seem that 26,364 miles, and interval between incident #1 and #2, are both so low that it appears that the vehicle is unsafe to drive. I would appreciate any comments regarding this matter
- \* I understand that the investigation into the fatal crash of the Tesla on Feb 27, 2022 in Independence, Missouri, is not complete. For your ready reference the incident report # is [REDACTED] Do you see any correlations between this incident and mine?
- \* From online reporting, it was stated that the cause of the loss of power was due to mechanical issues. Mine appears to be electrical based on Tesla service center notes on the invoice. Any comments?

Thank you

[REDACTED]  
\*Please note the NHTSA ODI # 11480619 was done verbally. It is incomplete and inaccurate. Please refer to ODI # 11485311 for a more accurate representation of the issues

Thank you,

[REDACTED]  
ASRC Federal Holding Company

[REDACTED]  
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