

National Highway Traffic Safety Administration

To whom it may concern,

These issues have been sent to Tesla.

I had started this letter before the latest update(s) and made many revisions so it is possible some may not apply but I want you to be aware of all these issues in the event your team is hiding things from you again especially since the Tesla website specifically says that vehicle complaints will not be sent to the board of directors.

"The Future Is Autonomous To create a sustainable future, we must democratize transportation. We do this by making driving more efficient, affordable and safe. Autonomy makes this future possible, today."

"Today" is a false statement, driving your car has been uncomfortable and less safe by creating dangerous situations; your autonomous programming is certainly not comfortable or safe for freeway, interstate, nor highway driving. It's become laughable that you guys actually believe your vehicles are ready for autonomous driving!

I have daily issues, concerns, and fears with my 2024 Tesla that need to be shared. As you read, just imagine the gentle raising and sarcastic tones as I am unable to truly share, through a letter, on how irritating this is; can even substitute curse words while you're at it.

First, the cameras have not been working in the dark, loses visibility from sun glare which also disables cruise control, are astronomically inaccurate with tail lights and turn signals, at times can not tell the difference between the shade of a vehicle or an actual vehicle which can be seen on the screen where a vehicle pops up out of nowhere (I have video), can not tell the difference between a thin harmless item or a thick harmful item (a plastic bag and a deer seem to look the same to the computer), and has been very inaccurate in the road stripping reading allowing the vehicle to drift across lines without any lane keep assist and even at times the emergency lane keep assist activates without even crossing the line; and our roads have new and very visible stripping. The lane keep assist is the worst and most annoying one I have ever used. While stopped at a traffic light, on the screen, a stationary shadow turn into a semi-truck covering the back half of the car. If it was a moving shadow, it should have triggered the rear end protection. It's pretty sad that this "luxury" vehicle can't even function like a normal vehicle while driving towards the sun.

Second, the phantom braking due to the poor camera selection, lack of sensors, and third rate programming happens daily and has been extreme more than once; it can be so severe that it takes 2-3 seconds to recover where the car can reduce speeds from 75 to 5mph in that amount of time which is obviously plenty of time to be the cause of an accident. I had the vehicle slam on the brakes and nearly came to a stop simply for a garbage bag blowing across the road, the vehicle almost came to a complete stop even before reaching the bag and then displaying an error on the screen; this would have been devastating if it occurred in heavy traffic. As far as I can tell, the person who was driving into the tunnel in San Francisco is not liable because I know how shocking it can be to stop that quickly when no visible danger exists and you don't know that the car can not differentiate differences in mass. This same thing has happened to me when driving into the parking garage at work. Considering this can happen at any given time while using any cruise control option, I am afraid that the car will some day do extreme braking during slippery conditions and put me into oncoming traffic, into a guardrail, or off an embankment

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because I once had no control of the vehicle as it self steered far enough to the right to put the front right tire off the pavement. A recall is needed to replace all the equipment that can not see in the dark and are incapable of differentiating mass in order to solve most of the issues along with other programming changes. I have no doubt that if I had the Tesla insurance I would be getting over charged due to all the phantom braking and false tail and turn light readings.

Third, there are currently at least five FSD/beta features shared with the standard driver set cruise control. This poor programming of the cruise control causes multiple speed reductions every day whether by false emergency light readings, false side traffic readings, and/or false speed changes (I have video). Every instance is capable of creating a chain reaction of braking resulting in a multi vehicle collision; the worst false speed reading I had was while cruising at 75mph on the freeway and the cruise control switched to 15mph. Any driver set cruise control should not be affected by anything other than avoiding a front collision, all the auto reactions that have occurred from the curve assist and misc vehicle aware crap has not been accurate once so far for a driven distance of almost 12k miles and in return has only been creating dangerous situations. Even the emergency light detection has only activated correctly once slowing me down by roughly 10mph where a tow truck was four lanes over on the shoulder, this is beyond ridiculous to be affecting the cruise control; it should only show a flashing notice at the top of the screen stating "Emergency Lights Detected". The side vehicle detection will put vehicles, that are pulled off the road or on the shoulder, and then place it into the traffic lane or other vehicles merging into the lane next to the vehicle will show it to start merging into my travel lane when it is not (I have video), both will cause the vehicle to drastically slow down or even slam on the brakes while in cruise control; this has been unsafe for each occurrence. Imagine during a busy major city freeway and a cell tower goes down causing the gps to be off by a couple hundred feet; then all Teslas being driven on cruise control change their speed from 75mph to as low as 15mph. This is what can happen because I have experienced this due to a gps failure and FSD having control over cruise control; probably also a result of outsourcing labor to people who never drive vehicles.

I want to know if Tesla has approval to use FSD to control the cruise control because I not only experience the potential dangers these cars create while traveling at higher speeds first hand but also have seen many other drivers experience it. No one wants some terrible programming to make their set cruise control to change or slow down automatically and drastically, to include but not limited to traveling on an off ramp, on ramp, interchange, or a road curve! Auto Steer is suppose to be an awesome step up from cruise control but you allowed people to turn it into a dangerous and jerky pile of trash. I wouldn't be surprised if the project supervisor doesn't know what happens when the auto lane change encounters an error as I haven't found a way to reset it.

Imagine one of thousands of drowsy college freshman driving home on a highway at 1:00am who had developed a false sense of security for the Tesla; the vehicle didn't read the speed limit causing the auto steer to be stuck at 55mph or unintentionally exceeded auto steer speed when preparing to overtake a triple trailer so this driver is now using standard cruise control that does not work properly in the dark because the cameras can not see in the dark. Who would be more responsible if the driver accidentally went off the road because the lane keep assist never activated or pulled over to the narrow shoulder to reset the auto steer and something terrible happened; the driver believing in your product or you and your company for knowingly selling a inferior product along with terrible active FSD features included in the standard driving options in order to save money on the equipment?

I have varying degrees of chronic feet pain on my heels, hip, back, and occasionally knees; these daily vehicle issues and surprise braking gives me increased pain in these areas of my body as I am subjected to the additional strains created by your product during my commute of over

200 miles a day and sadly can't afford to get a different car. I again, as of February 2025, have constant pain in my hips again and every time my car has an unexpected jerk it can feel like a ball ping hammer on my sciatica. Frankly, with the current hardware and programming, these cars should come with visible warnings posted on the car window for all occupants to see, before purchasing, describing in detail the potential body stress due to false readings followed by drastic measures and how the driver is always suggested to have the foot hovered over the accelerator; I am unable to rest my feet on my heels for more than a few minutes so I use cruise control as much as possible and pressing on the accelerator doesn't even correct all the cruise control issues. The suggestion alone from Tesla is an admittance of knowing how dangerous your vehicles are. I am working on collecting daily drive records of various occurrences in the event that I or any other victim do get badly injured or killed again due to anyone of these faulty designs you and the Tesla company as a whole have intentionally allowed to continue existing. There is no way that your staff are not aware of how quickly and simple these dangers are created by the vehicle. I was never aware of the equipment's poor quality of limitations and terrifying faults that would increased bodily pain and creating additional daily dangerous situations before purchasing your vehicle I would never had expected in a thousand years that my previous EUV was levels above in drive comfortable and safety.

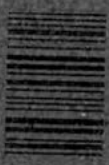
As respectfully as possible,

[REDACTED]

\*Any recipient who happens to receive and/or reads this notice; My identity shall be kept confidential and shall not be shared without prior and direct approval from myself.

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