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NVS-210

Mr. Scott Yonk

U.S. Dept. of Transportation  
Nat'l. Highway Traffic Safety Administration  
400 Seventh Street, S. W.  
Washington, D.C. 20590

Sept. 8, 2005

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Re: DP05-000

OFFICE OF INVESTIGATION  
NVS-210

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2005 SEP 19 A 8:22

Dear Scott:

After faxing you the Toyota letter of August 24, 2005, I decided to reread the letter. When I did so, I recalled our conversation of September 7<sup>th</sup>, 2005, when you asked me how I thought ~~if~~ the application of the brake pedal could possibly have caused any of the Toyota/Honda vehicles to accelerate.

My guess was that one of the electronic signals from the brake system was somehow misdirected or <sup>or interfaced with</sup> routed to the acceleration system which was electronically controlled, thereby causing the acceleration.

You, in turn, advised me that the brake system was entirely mechanical and that was not possible. My response was that

Scott Tan

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"for every effect~~there~~ there was a cause." Table stated that there<sup>are</sup> so many instances of such occurrences that there had to be a cause.

Now, when I reread the Toyota letter, it contained the following statement about the braking system:

The braking system hydraulics and ELECTRONICS were also inspected and also found to be operating properly. (emphasis supplied)

Accordingly, the braking system does incorporate "electronics" and is not entirely mechanical, so that it is still possible, contrary to Toyota's claim, that both electronic systems could fail simultaneously. In fact, this is what the examples I have researched tends to establish.

Very truly yours  
Jordan Zepin

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