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Subject: PE24031-02 IR Letter Follow Up
Date: Tuesday, July 1, 2025 3:07:00 PM
Attachments: [image001.png](#)

We are in receipt of Tesla's June 19, 2025 response to NHTSA's May 8, 2025 Information Request. In furtherance of Tesla's offer to further discuss this request and provide more information about the robotaxi, we would like more information about the following aspects of the request, in particular. Please note that we are still reviewing the response, and these are not necessarily exhaustive. However, these are the near-term follow-up items that we consider particularly important in informing our review. If it is easier to cover these through a discussion, we can set up a time to meet.

- Information about the fleet size:
 - The current fleet size of vehicles operating with the L4 system on public roads;
 - The anticipated fleet size of the vehicles when the robotaxi operation becomes initially available to the general public;
- Information about timing:
 - The anticipated date that the robotaxi operation will first be available for the general public;
- Information about operating locations:
 - The current geofence of the system;
 - The anticipated geofence of the system when it first becomes available to the general public.
 - The maximum speed in the operational locations, including how the L4 system is designed to identify and follow speed limits on the public roads on which it operates
- Information about the in-vehicle operators:
 - The responsibilities of the in-vehicle operators for supervising the L4 system and the control authority available to them for intervening;
 - The expected role of in-vehicle operators during emergency situations
 - Whether Tesla anticipates that the in-vehicle operators will still be present in the vehicles when the robotaxi service becomes available to the general public;
- Information about remote operators and/or assistants
 - The control authority of remote assistants or remote operators, including their expected roles in supervising and/or intervening during the L4 operation. This would include:
 - Whether the remote personnel oversee the vehicles during real-time operation or only when notified by the system;
 - Whether the remote personnel can remotely drive the vehicles.
- Information about the ODD
 - The specific ODD for the L4 system in reduced roadway visibility conditions, such as the conditions listed in Request 9.
 - How the behavioral competency of the L4 system compares to the behavioral competency of the FSD (supervised) in those conditions (i.e. how the L4 system would perform compared to how FSD (supervised) would perform in these conditions if a

driver did not intervene);

- Confirm if FSD Unsupervised, FSD Supervised, or other automation feature was used for the “autonomous delivery” posted on Tesla’s social media on June 28th.

We would like to confirm travel for ODI staff to ride in the robotaxis in Austin this month. Scott Simmons will continue to coordinate the date for this visit. We will schedule a time to discuss other items in the letter in the near future.



Tanya Topka

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