



U.S. Department of Transportation
**National Highway Traffic Safety
Administration**



December 3, 2025

Eddie Gates
Tesla, Inc.
45500 Fremont Blvd
Fremont, CA 94538

Subject: Information Request ID PE25012-01

Dear Mr. Gates,

This letter is to inform you that the Office of Defects Investigation (“ODI”) of the National Highway Traffic Safety Administration (“NHTSA”) has opened a Preliminary Evaluation (PE25012) to investigate allegations that vehicles, manufactured by Tesla, Inc. (“Tesla”) and operating with Full Self-Driving (“FSD”) engaged, executed driving maneuvers that may constitute traffic safety violations, and to request certain information. This investigation will assess the capability of FSD to accurately detect and appropriately respond to traffic signals, signs and lane markings, as well as its capability to provide adequate indications and warnings to the driver. The adequacy of the indications and warnings of the system’s intended driving responses includes consideration of whether they are, among other things, accurate, conspicuous and sufficiently timely such that a driver may safely supervise the automated driving task and intervene as necessary.

This office has received 62 complaints and has identified 4 media reports and 14 reports submitted under Standing General Order 2021-01 (the “SGO”) that may relate to the alleged defect. The complaints and reports allege or involve one or more of several types of traffic violations including: proceeding or attempting to proceed into intersections against red traffic signals; entering opposing lanes of travel or attempting to enter roads with wrong-way signs; and improper lane use within intersections, including proceeding straight through intersections from marked turn-only lanes and executing turns from marked through-only lanes. A copy of the complaints and reports will be provided to you electronically for your review and assessment.

Unless otherwise stated in the text, the following definitions apply to these information requests:

- **Subject system:** all versions of Full Self-Driving (“FSD”) and all associated previously-used trade names, including but not limited to, “FSD (Supervised)” and “FSD (Beta),” and the suite of hardware, software, data, and systems that contribute to the operation or performance of FSD and related features including but not limited to “Traffic Light and Stop Sign Control.”

- **Subject vehicles:** all Tesla vehicles equipped the subject system that have been manufactured for sale or lease in the United States, including, but not limited to, the District of Columbia, and current U.S. territories and possessions.
- **Alleged defect:** instances in which the subject system responds to traffic signals, signs, and/or lane markings in a manner that may constitute a traffic violation or did not previously provide accurate, conspicuous, and timely, or otherwise adequate indications and/or warnings to the driver of the system's intended driving responses, including:
 - violations or attempted violations of red traffic signals;
 - entering or attempting to enter an opposing lane of travel or road in the wrong direction;
 - improper lane use violations, including but not limited to those within intersections; and
 - violations or attempted violations of traffic signals, signs and/or markings at railroad crossings.
- **Tesla:** Tesla, Inc., all of its past and present officers and employees, whether assigned to its principal offices or any of its field or other locations, including all of its divisions, subsidiaries (whether or not incorporated) and affiliated enterprises and all of their headquarters, regional, zone and other offices and their employees, and all agents, contractors, consultants, attorneys and law firms and other persons engaged directly or indirectly (e.g., employee of a consultant) by or under the control of Tesla (including all business units and persons previously referred to), who are or were involved in any way as of January 1, 2016, with any of the following related to the alleged defect in the subject vehicles:
 - a. Design, engineering, analysis, modification or production (e.g., quality control);
 - b. Testing, assessment or evaluation;
 - c. Consideration, or recognition of potential or actual defects, reporting, record-keeping and information management, (e.g., complaints, field reports, warranty information, part sales), analysis, claims, lawsuits or arbitrations; or
 - d. Communication to, from or intended for zone representatives, fleets, dealers, or other field locations, including but not limited to people who have the capacity to obtain information from dealers.
- **Document:** “Document(s)” is used in the broadest sense of the word and shall mean all original written, printed, typed, recorded, or graphic matter whatsoever, however produced or reproduced, of every kind, nature, and description, and all non-identical copies of both sides thereof, including, but not limited to, papers, letters, memoranda, correspondence, communications, electronic mail (e-mail) messages (existing in hard copy and/or in electronic storage), faxes, mailgrams, telegrams, cables, telex messages, notes, annotations, working papers, drafts, minutes, records, audio and video recordings, data, databases, other information bases, summaries, charts, tables, graphics, other visual displays, photographs, statements, interviews, opinions, reports, newspaper articles, studies, analyses, evaluations, interpretations, contracts, agreements, jottings, agendas, bulletins, notices, announcements, instructions, blueprints, drawings, as-builts, changes, manuals, publications, work schedules,

journals, statistical data, desk, portable and computer calendars, appointment books, diaries, travel reports, lists, tabulations, computer printouts, data processing program libraries, data processing inputs and outputs, microfilms, microfiches, statements for services, resolutions, financial statements, governmental records, business records, personnel records, work orders, pleadings, discovery in any form, affidavits, motions, responses to discovery, all transcripts, administrative filings and all mechanical, magnetic, photographic and electronic records or recordings of any kind, including any storage media associated with computers, including, but not limited to, information on hard drives, floppy disks, backup tapes, and zip drives, electronic communications, including but not limited to, the Internet and shall include any drafts or revisions pertaining to any of the foregoing, all other things similar to any of the foregoing, however denominated by Tesla, any other data compilations from which information can be obtained, translated if necessary, into a usable form and any other documents. For purposes of this request, any document which contains any note, comment, addition, deletion, insertion, annotation, or otherwise comprises a non-identical copy of another document shall be treated as a separate document subject to production. In all cases where original and any non-identical copies are not available, "document(s)" also means any identical copies of the original and all non-identical copies thereof. Any document, record, graph, chart, film or photograph originally produced in color must be provided in color. Furnish all documents whether verified by Tesla or not. If a document is not in the English language, provide both the original document and an English translation of the document.

- **Other Terms:** To the extent that they are used in these information requests, the terms "claim," "consumer complaint," "dealer field report," "field report," "fire," "fleet," "good will," "make," "model," "model year," "notice," "property damage," "property damage claim," "rollover," "type," "warranty," "warranty adjustment," and "warranty claim," whether used in singular or in plural form, have the same meaning as found in 49 C.F.R. § 579.4.

In order for my staff to evaluate the alleged defect, certain information is required. Pursuant to 49 U.S.C. § 30166, please provide numbered responses to the following information requests. Insofar as Tesla has previously provided a document to ODI, Tesla may produce it again or identify the document, the document submission to ODI in which it was included and the precise location in that submission where the document is located. When documents are produced, the documents shall be produced in an identified, organized manner that corresponds with the organization of this information request letter (including all individual requests and subparts). When documents are produced and the documents would not, standing alone, be self-explanatory, the production of documents shall be supplemented and accompanied by explanation.

Please repeat the applicable request verbatim above each response. After Tesla's response to each request, identify the source of the information and indicate the last date the information was gathered.

1. State, by model and model year, the number of subject vehicles Tesla has manufactured for sale or lease in the United States. Separately, for each subject vehicle manufactured to date by Tesla, state the following:
 - a. Vehicle identification number (17-character VIN);
 - b. Make;
 - c. Model;

- d. Model Year;
- e. Date of manufacture (MM/DD/YYYY);
- f. Date warranty coverage commenced (MM/DD/YYYY);
- g. The State in the United States where the vehicle was originally sold or leased, or delivered for sale or lease (postal abbreviation);
- h. Subject system hardware configuration version installed as original equipment;
- i. Vehicle software version installed as original equipment;
- j. FSD software version installed as original equipment;
- k. Date on which FSD was initially equipped;
- l. Whether FSD was initially equipped by purchase, subscription, or free trial; and
- m. Expiration date of most recent FSD subscription or free trial, if applicable.

Provide the table in Microsoft Excel format entitled "PRODUCTION DATA."

2. State the following cumulative data for the subject vehicles in total and by month and year through November 2025:
 - a. Number of vehicles with FSD equipped for any portion of the given month;
 - b. Number of vehicle-days with FSD equipped;
 - c. Number of vehicle-days by FSD engagement status (engaged, not engaged, suspended, unknown);
 - d. Number of vehicle-days by how FSD was equipped (purchase, subscription, free trial);
 - e. Number of key cycles for vehicles with FSD equipped;
 - f. Number of key cycles by FSD engagement status (engaged, not engaged, suspended, unknown);
 - g. Number of key cycles by how FSD was equipped (purchase, subscription, free trial);
 - h. Miles traveled by vehicles with FSD equipped;
 - i. Miles traveled by FSD engagement status (engaged, not engaged, suspended, unknown); and
 - j. Miles traveled by how FSD was equipped (purchase, subscription, free trial).
3. State the number of each of the following, received by Tesla, or of which Tesla is otherwise aware, which relate to, or may relate to, the alleged defect in the subject vehicles:
 - a. Consumer complaints, including those from fleet operators;
 - b. Field reports, including dealer field reports;
 - c. Other incident reports identified through internal processes including those originating from external sources (report totals separately by internal process name or identifier);
 - d. Reports involving a crash, injury or fatality;
 - e. Property damage claims;
 - f. Third-party arbitration proceedings, both pending and closed, where Tesla is or was a party to the arbitration; and
 - g. Lawsuits, both pending and closed, in which Tesla is or was a defendant or codefendant.

For subparts "a" through "g," state the total number of each item (e.g., consumer complaints, field reports, etc.) separately. Multiple incidents involving the same vehicle are to be counted separately. Multiple reports of the same incident are also to be counted separately (i.e., a consumer complaint and a field report involving the same incident in which a crash occurred are to be counted as a crash report, a field report and a consumer complaint).

In addition, for items "d" through "g," provide a summary description of the alleged problem and causal and contributing factors and Tesla's assessment of the problem, with a summary of the significant underlying facts and evidence. For items "f" and "g," identify the parties to the action, as well as the caption, court, docket number, and date on which the complaint or other document initiating the action was filed.

4. Separately, for each item (complaint, report, claim, etc.) within the scope of your response to Request No. 3, state the following information:
 - a. Tesla's file number or other identifier used;
 - b. The category of the item, as identified in Request No. 3 (i.e., consumer complaint, field report, etc.);
 - c. The identification number(s) for any associated Vehicle Owner Questionnaires (VOQs);
 - d. The identification number for any associated report submitted in response to Standing General Order 2021-01 (SGO);
 - e. The title(s) or identifier(s) of any associated actions identified in Request 8 below;
 - f. The date(s) of inclusion in any associated actions identified in Request 8 below;
 - g. Vehicle owner or fleet name (and fleet contact person), email address and telephone number (please use distinct fields for each data type);
 - h. Vehicle owner or fleet street address, city, state (postal abbreviation), and ZIP code;
 - i. Vehicle's 17-character VIN;
 - j. Vehicle model and model year (please use distinct fields);
 - k. Vehicle software version at time of incident;
 - l. FSD software version equipped at time of incident;
 - m. Map data identifier and version for incident location at time of incident;
 - n. Whether FSD was equipped by purchase, subscription, or free trial at time of incident;
 - o. Vehicle mileage at time of incident;
 - p. Vehicle key cycle at time of incident;
 - q. Incident date (MM/DD/YYYY) and local time (please use distinct fields);
 - r. Incident location (city and state);
 - s. Incident latitude and longitude (please use distinct fields);
 - t. Report or claim date (MM/DD/YYYY);
 - u. Type(s) of traffic violation(s) confirmed or alleged;
 - v. The automation system engaged, if any;
 - w. Whether an alert was issued to the driver;
 - x. Time between first issued alert and occurrence of alleged traffic violation;
 - y. Vehicle speed when first alert was issued;
 - z. Whether a Take Over Immediately (TOI) request was issued to the driver;
 - aa. Time between first issued TOI and occurrence of alleged traffic violation;
 - ab. Vehicle speed when first TOI was issued;
 - ac. Whether the incident occurred at a railroad crossing;
 - ad. Whether a crash is alleged;
 - ae. Whether property damage is alleged;
 - af. Number of alleged injuries, if any; and
 - ag. Number of alleged fatalities, if any.

Provide this information in Microsoft Excel format entitled "INCIDENT REPORT DATA."

In addition, produce copies of all documents, vehicle data logs, electronic data recorder (EDR) reports, videos, visualizations (including recordings of the center display), and other imagery, and police reports related to each item within the scope of Request No. 3. Organize the documents separately by category (i.e., consumer complaints, field reports, etc.) as well as by VIN. Describe in detail the search methods and search criteria used by Tesla to identify the items in response to Request No. 3.

5. Separately, for each unique incident associated with one or more items identified in response to Request No. 4 that involves a confirmed or alleged crash, list Tesla's file number or identifier for the incident and for each associated item and provide a summary description of the incident, identifying causal and contributing factors, material evidence, as well as Tesla's overall assessment of the incident. This summary should also include an assessment of whether an attentive driver could have adequately intervened in response to the alleged defect (i.e. to prevent traffic violations and/or associated consequences including road departures, crashes, and/or injuries) including in cases in which the system may not have provided adequate indications and/or warnings to the driver of its intended responses.

Additionally, for each incident identified, provide a timeline of events with timestamps, beginning 30 seconds prior to the first traffic violation occurrence and ending with the conclusion of the incident (i.e. the final traffic violation occurrence, driver-initiated system disengagement, or any crash, whichever occurred latest) based on available incident data including vehicle logs, video, etc. This timeline should include any initial statuses or occurrences as well as any subsequent occurrences or changes to the following, as well as any other material details that may relate to the alleged defect:

- a. Engagement status of any automation systems;
 - b. Occurrence or onset of an alleged defect and corresponding vehicle speed;
 - c. Occurrence or onset of a crash;
 - d. Subject system faults, degradations, malfunctions, or failures;
 - e. Subject system's perception and classification of traffic signals, signal states, lane-use and wrong way signs, and lane boundary and lane movement markings facing the subject vehicle or along its intended path of travel, whether the perception was accurate, and whether it conflicted with map data;
 - f. Indications of signals, signal states, signs and markings to the driver and how system provided indication;
 - g. Subject system's planned driving responses including vehicle movement and target lane of travel;
 - h. Indication of planned driving responses to driver and how system provided indication;
 - i. System-initiated activation of turn signals;
 - j. Vehicle comes to a complete stop or proceeds from a stop;
 - k. Subject system's classification of driver attention status;
 - l. Subject system's detection of driver hands on steering wheel;
 - m. Alerts and/or warnings, their purpose, and whether and how system provided alert or warning to driver; and
 - n. Driver steering, braking, or accelerator inputs.
6. Separately, for each item identified within the scope of your response to Request No. 4, list Tesla's file number or other identifier and state the following information as of the report or claim date:
 - a. Number of days vehicle had FSD equipped;

- b. Number of days by FSD engagement status (engaged, not engaged, suspended, unknown);
 - c. Number of days by how FSD was equipped (purchase, subscription, free trial);
 - d. Number of key cycles;
 - e. Number of key cycles by FSD engagement status (engaged, not engaged, suspended, unknown);
 - f. Number of key cycles by how FSD was equipped (purchase, subscription, free trial);
 - g. Miles traveled with FSD equipped;
 - h. Miles traveled by FSD engagement status (engaged, not engaged, suspended, unknown); and
 - i. Miles traveled by how FSD was equipped (purchase, subscription, free trial).
7. List and describe each indication, alert, warning, and other signal that the subject system gives to the driver when the subject system is engaged and takes an action that may violate a traffic safety law. The list must include, at a minimum, all indications, alerts, warnings, and other signals given for every type of traffic safety law violation identified in the alleged defect definition above. The description for each alert must include, but is not limited to, the following information:
- a. How long after system detection the alert, warning, or other signal is given to the driver;
 - b. The manner in which the alert, warning, or other signal is given (audibly, visually, etc.);
 - c. If the alert is visual, an image of the alert provided to the driver, and as the alert would be seen by the driver when looking at it;
 - d. The duration of the alert; and
 - e. Any changes to the alert (e.g. increase in volume for audible alerts) and under what circumstances those changes occur.
8. Describe all assessments, analyses, tests, test results, studies, surveys, simulations, investigations, inquiries and/or evaluations (collectively, "actions") that relate to, or may relate to, the alleged defect in the subject vehicles as well as any actions involving human factors considerations of driver responses to the alleged defect that have been conducted, are being conducted, are planned, or are being planned by, or for, Tesla. For each such action, provide the following information:
- a. Action title or identifier;
 - b. The actual or planned start date;
 - c. The actual or expected end date;
 - d. The subject and objective of the action;
 - e. Engineering group(s)/supplier(s) responsible for designing and for conducting the action;
 - f. A description of all tools, methods, measures, metrics, criteria and corresponding values, classifications, or other outputs used to perform this action or assess the performance of the subject vehicles and subject system, individually and in aggregate;
 - g. A summary of each finding and/or conclusion resulting from the action; and
 - h. The list of related documents produced as requested below.

For each action identified, provide copies of all documents related to the action, regardless of whether the documents are in interim, draft, or final form. Organize the documents chronologically by action and, for each action, separate final documents from interim and draft documents.

9. Describe all modifications, changes, or updates made by, or on behalf of, Tesla in the design, software, function, material composition, manufacture, quality control, supply, or installation of the subject component, from the start of production to date, which relate to, or may relate to, the alleged defect in the subject vehicles. For each such modification or change, provide the following information:
 - a. Action title or identifier;
 - b. The title(s) or identifier(s) of any associated actions identified in Request 8;
 - c. The date or approximate date on which the modification, change, or update was incorporated into vehicle production;
 - d. The reason(s) for the modification, change, or update;
 - e. A detailed description of the modification, change, or update and how it relates to the alleged defect;
 - f. Tesla's assessment regarding the safety implications of the modification, change, or update including supporting evidence and any expected and/or actual reductions in occurrences of the alleged defect;
 - g. The hardware and software names and numbers of the original system version and component(s);
 - h. The hardware and software names and numbers of the modified, changed, or updated system version and component(s);
 - i. The availability by subject system configuration of the modification, change, or update for fielded vehicles;
 - j. The date(s) when the modified version was made available to fielded vehicles;
 - k. Whether Tesla intends to file a safety recall pursuant to 49 U.S.C. § 30118 covering the modification, change, and update and, if not, please furnish Tesla's technical and/or legal basis for declining to do so; and
 - l. The list of related documents produced as requested below.

Also, provide the above information for any modification or change that Tesla is aware of which may be incorporated into vehicle production or available for fielded subject vehicles within the next 120 days.

For each action identified, provide copies of all documents related to the action, regardless of whether the documents are in interim, draft, or final form. Organize the documents chronologically by action and, for each action, separate final documents from interim and draft documents.

10. Describe the theory of operation, design, capabilities and performance of the subject system, including the "Traffic Light and Stop Sign Control" feature, and any differences between configurations as it relates to, or may relate to, the alleged defect including:
 - a. Perception, classification and response to traffic signals, signal states, railroad crossings, lane-use and wrong way signs, and lane boundary and lane movement markings;
 - b. The roles of map data and sensor perception in vehicle localization and system driving responses and how the system handles conflicts between map data and system perception;

- c. How and when the system provides indications, warnings and alerts related to the driving environment and its planned driving responses to the driver including triggering conditions, timing and duration, modalities, factors related to conspicuity, and explanations of any non-driver-facing alerts;
- d. System limitations, faults, degrades, malfunctions, or failures including conflicts between system indications and planned driving responses, the associated indications, alerts and warnings, and whether provided to the driver;
- e. How the system monitors and assists the driver in remaining attentive and ready to intervene including providing adequate indications and warnings to the driver regarding their attention and hand positioning as well as whether and how the system adapts its responses to support the driver based on the driving environment and subject system limitations (e.g. changes to monitoring thresholds, alert timing duration and delivery, etc.);
- f. The consistency of the system's performance with respect to obeying traffic laws associated with each type of violation identified in the alleged defect definition and the consistency of its performance with respect to providing adequate (i.e. accurate and timely) indications and/or warnings of its intended driving responses; and
- g. An explanation of the "beta" designation as used by Tesla and how Tesla determines whether a feature is sufficiently mature such that the designation is removed – both in general, with respect to the Traffic Light and Stop Sign Control feature and as previously used with Full Self-Driving (Beta) – and Tesla's engineering justifications and safety considerations for the release of beta features for use on public roads.

11. Furnish Tesla's assessment of the alleged defect in the subject vehicles, including:

- a. The causal or contributory factor(s);
- b. The failure mechanism(s);
- c. The failure mode(s);
- d. The risk to motor vehicle safety that it poses;
- e. What warnings, if any, the operator of the vehicle would have that the alleged defect was occurring, or subject system was malfunctioning;
- f. Whether an attentive driver can adequately intervene in response to the alleged defect (i.e. to prevent traffic violations and/or associated consequences including road departures, crashes, and/or injuries) including in cases in which the system may not provide adequate indications and/or warnings to the driver of its intended responses; and
- g. The reports included with this inquiry.

Legal Authority for This Request

This letter is being sent to Tesla pursuant to 49 U.S.C. § 30166, which authorizes NHTSA to conduct any investigation that may be necessary to enforce Chapter 301 of Title 49 and to request reports. It constitutes a new request for information.

Civil Penalties

Tesla's failure to respond promptly and fully to this letter could subject Tesla to Civil Penalties pursuant to 49 U.S.C. § 30165 or lead to an action for injunctive relief pursuant to 49 U.S.C. § 30163. (Other remedies and sanctions are available as well.) The Vehicle Safety Act, 49 U.S.C. § 30165(a)(3), provides for Civil Penalties of up to \$27,874 per violation per day, with a maximum of \$139,356,994 for a related series of daily violations, for failing or refusing to perform an act required under 49 U.S.C. § 30166. See 49 C.F.R. § 578.6(a)(3).

This includes failing to respond completely, accurately, or in a timely manner to ODI information requests.

If Tesla cannot respond to any specific request or subpart(s) thereof, please state the reason why it is unable to do so. If on the basis of attorney client, attorney work product, or other privilege, Tesla does not submit one or more requested documents or items of information in response to this information request, Tesla must provide a privilege log identifying each document or item withheld, and stating the date, subject or title, the name and position of the person(s) from, and the person(s) to whom it was sent, and the name and position of any other recipient (to include all carbon copies or blind carbon copies), the nature of that information or material, and the basis for the claim of privilege and why that privilege applies.

Confidential Business Information

If Tesla's response contains any information that you claim is confidential business information, Tesla must submit its request for confidential treatment and any files containing CBI to NHTSA's Office of the Chief Counsel Via the CBI Portal or a secure electronic file transfer link. Please see enclosure 1 for additional instructions on submitting a request for confidential treatment that is compliant with 49 C.F.R. Part 512 (specifically, a request for confidential treatment must include the four required parts that are discussed in enclosure 1).

If you choose not to submit your request for confidential treatment and any files containing CBI directly to NHTSA's Office of the Chief Counsel via the CBI Portal, please notify the investigator referenced in this IR to ensure that the secure file transfer link for your request for confidential treatment and any files containing CBI are directed to the Office of the Chief Counsel accordingly.

In addition to submitting a request for confidential treatment and any files containing CBI directly to NHTSA's Office of the Chief Counsel, Tesla must submit a copy of its request for confidential treatment and any files containing CBI directly to ODI via the Safety Defect Investigations (SDI) Portal. For each file submitted through the SDI Portal where CBI is being requested, Tesla must check the "Contains CBI" box. In addition, Tesla, must submit a redacted version of each file for which CBI is being requested. The requests for confidential treatments and certification documents are not considered confidential so these documents should not be marked as "Contains CBI".

Please refer to PE25012-01 in Tesla's response to this letter and in a request for confidential treatment that Tesla may submit.

Due Date

Tesla's response to this letter must be submitted to this office by January 19, 2026. If Tesla finds that it is unable to provide all of the information requested within the time allotted, Tesla must request an extension from me through the Safety Defects Investigation Portal no later than five business days before the response due date. If Tesla is unable to provide all of the information requested by the original deadline, it must submit a partial response by the original deadline with whatever information Tesla then has available, even if an extension has been granted.

If you have any technical questions concerning this matter, please email Thomas Haugh of my staff at thomas.haugh@dot.gov.

Sincerely,

Peter Kivett

Peter Kivett, Chief
Vehicle Defects Division C
Office of Defects Investigation

ENCLOSURE 1 - INFORMATION FOR REQUESTS FOR CONFIDENTIAL TREATMENT

If you believe that your response contains any material that you claim is confidential business information, submit these materials to NHTSA's Office of the Chief Counsel in accordance with 49 C.F.R. Part 512. **All requests for confidential treatment must be submitted directly to the Office of the Chief Counsel via the Confidential Business Information (CBI) Portal or a secure file transfer link for your submission addressed to the Office of the Chief Counsel. If you are not currently registered for the CBI Portal, you may send a registration request to cbi-helpdesk@dot.gov** In addition to directly submitting the files to the Office of the Chief Counsel, you will also need to submit a copy of your request and files containing CBI directly to ODI through the Safety Defect Investigations (SDI) Portal.

Requests for confidential treatment are governed by Part 512. A current version of this regulation is available on the internet at <http://www.ecfr.gov>, by selecting Title 49 "Transportation," selecting "Parts 500 - 599" and then selecting Part 512 "Confidential Business Information."

How to request confidential treatment:

NHTSA is currently treating electronic submission as an acceptable method for submitting confidential business information to the agency under Part 512. If you claim that any of the information or documents provided in your response constitutes confidential business information within the meaning of 5 U.S.C. § 552(b)(4), or are protected from disclosure pursuant to 18 U.S.C. § 1905, you must request a secure file transfer link from the ODI contact listed in your Information Request. ODI will copy a representative from the Office of the Chief Counsel on the secure file transfer link for your request for confidential treatment. You must submit supporting information together with the materials that are the subject of the confidentiality request, in accordance with Part 512, to the Office of the Chief Counsel. Do not send a hardcopy of a request for confidential treatment to NHTSA's headquarters.

Your request must include a request letter that contains supporting information, pursuant to Part 512.8. Your request must also include a certificate, pursuant to Part 512.4(b) and Part 512, Appendix A.

You are required to submit one unredacted "confidential version" of the information for which you are seeking confidential treatment. Pursuant to Part 512.6, the words "ENTIRE PAGE CONFIDENTIAL BUSINESS INFORMATION" or "CONFIDENTIAL BUSINESS INFORMATION CONTAINED WITHIN BRACKETS" (as applicable) must appear at the top of each page containing information claimed to be confidential. In the latter situation, where not all information on the page is claimed to be confidential, identify each item of information for which confidentiality is requested within brackets: "[]."

You are also required to submit one redacted "public version" of the information for which you are seeking confidential treatment. Pursuant to Part 512.5(a)(2), the redacted "public version" should include redactions of any information for which you are seeking confidential treatment (i.e., the only information that should be unredacted is information for which you are not seeking confidential treatment).

For questions about a request for confidential treatment, please contact Dan Rabinovitz in the Office of the Chief Counsel at Daniel.Rabinovitz@dot.gov.

Enclosure 2, The subject complaints referenced in the introduction of this letter are listed below by ODI reference number:

11590710, 11592950, 11610688, 11611310, 11614689, 11620036, 11620575, 11621845, 11622775, 11634231, 11634787, 11636606, 11636970, 11639239, 11639807, 11640269, 11642298, 11642471, 11643186, 11643535, 11644163, 11649899, 11651551, 11651694, 11653299, 11655731, 11656974, 11660472, 11661437, 11664345, 11664631, 11665191, 11668493, 11669360, 11669776, 11669985, 11672010, 11673374, 11677115, 11677914, 11677989, 11680247, 11687110, 11688701, 11690679, 11692335, 11692348, 11692447, 11692469, 11692683, 11692750, 11692905, 11692997, 11693133, 11693511, 11693582, 11694506, 11695123, 11695774, 11696376, 11697841, 11699513.

The subject SGO reports referenced in the introduction of this letter are listed below by report ID:

13781-8739-1, 13781-8995-1, 13781-9623-1, 13781-10333-1, 13781-10872-1, 13781-10930-1, 13781-10939-1, 13781-10941-1, 13781-11069-1, 13781-11305-1, 13781-11579-1, 13781-11708-1, 13781-11800-1, 13781-11825-1.

The subject media reports referenced in the introduction of this letter are listed below by web address:

- www.motortrend.com/reviews/2023-tesla-model-y-long-range-yearlong-reviewfull-self-driving-danger
- www.businessinsider.com/tesla-vs-waymo-full-self-driving-fsd-robotaxi-lidarcameras-2025-5
- www.forbes.com/sites/brookecrothers/2025/06/22/my-tesla-model-y-juniper-fsdtest-drive-fails-spectacularly/
- www.thecooldown.com/green-business/waymo-self-driving-tesla-robotaxi-autonomous-car/