



Memo Granting IR Response Extension Request for PE25012-01

Jan 15, 2026

This memo documents a Jan 12, 2026, request from Tesla, Inc. for a partial extension of time to respond to the Office of Defects Investigation (ODI) Information Request Letter PE25012-01 for PE25012 dated Dec 03, 2025. The original due date for Tesla, Inc.'s response to Information Request Letter PE25012-01 was Jan 19, 2026.

On Jan 15, 2026, ODI granted Tesla, Inc.'s proposed partial extension for responding to Information Request Letter PE25012-01. Tesla, Inc. will submit its responses as outlined in the table below. For any IR Question response not included in the table below, Tesla, Inc. will submit its response by the Jan 19, 2026 as specified in Information Request Letter PE25012-01.

Date Mfr Request Submitted to ODI	IR Question #	Extension Date Requested	Extension Date Granted	Justification
Jan 12, 2026	Q2	Feb 23, 2026	Feb 23, 2026	Tesla received the PE25-012 IR on 12/3/25, with a due date of 1/19/26. As NHTSA was aware, approximately two weeks of this time overlapped with major holidays. As NHTSA was also aware when it issued the IR, in parallel to responding to the PE25-012 IR, Tesla is simultaneously preparing responses to AQ25-002 IR (due 1/16/26) and PE25-010 IR (due 1/23/26 and 2/4/26). To respond to three large IRs in short succession is unduly burdensome and affects the quality of responses.
Jan 12, 2026	Q3	Feb 23, 2026	Feb 23, 2026	Querying for key words expected to be used to describe a traffic violation returns a large volume of items unrelated to a traffic violation, each of which require manual review to identify responsive incidents. As of today,

				there are 8313 records remaining that require manual review. Based on reasonable resource allocations, Tesla is able to process ~300 records per day. Accordingly, Tesla requests an additional 5 weeks to complete manual review of all remaining 8313 records (proposed due date 2/23/26).
Jan 12, 2026	Q4	Feb 23, 2026	Feb 23, 2026	Based on NHTSA's drafting of Qs 4 - 6, Tesla must complete its response to Q3 before responding to Qs 4-6. Based on historical processing in response to similar requests from NHTSA, Tesla expects to be able to process 10 incidents per week in response to Qs 4 - 6. Upon completing Q3 and determining the time needed to process all responsive incidents in response to Qs 4-6, Tesla will submit a second extension request (i.e., proposed due date 2/23/26 with expected 2nd extension request).
Jan 12, 2026	Q5	Feb 23, 2026	Feb 23, 2026	Based on NHTSA's drafting of Qs 4 - 6, Tesla must complete its response to Q3 before responding to Qs 4-6. Based on historical processing in response to similar requests from NHTSA, Tesla expects to be able to process 10 incidents per week in response to Qs 4 - 6. Upon completing Q3 and determining the time needed to process all responsive incidents in response to Qs 4-6, Tesla will submit a second extension request (i.e., proposed due date 2/23/26 with expected 2nd extension request).
Jan 12, 2026	Q6	Feb 23, 2026	Feb 23, 2026	Based on NHTSA's drafting of Qs 4 - 6, Tesla must complete its response to Q3 before responding to Qs 4-6. Based on historical processing in response to similar requests from NHTSA, Tesla expects to be able to process 10 incidents per week in response to Qs 4 - 6. Upon completing Q3 and

				determining the time needed to process all responsive incidents in response to Qs 4-6, Tesla will submit a second extension request (i.e., proposed due date 2/23/26 with expected 2nd extension request).
Jan 12, 2026	Q7	Feb 23, 2026	Feb 23, 2026	Tesla received the PE25-012 IR on December 3, 2025, with a due date of January 19, 2026. As NHTSA was aware when it issued the IR, approximately two weeks of this time period overlapped with major Christmas and New Year holidays and office closures. As NHTSA was also aware when it issued the IR, in parallel to responding to the PE25-012 IR, Tesla is simultaneously preparing responses to the AQ25-002 IR (due January 16, 2026) and the PE25-010 IR (due January 23 and February 4, 2026). To respond to three larg
Jan 12, 2026	Q8	Feb 23, 2026	Feb 23, 2026	Tesla received the PE25-012 IR on 12/3/25, with a due date of 1/19/26. As NHTSA was aware, approximately two weeks of this time overlapped with major holidays. As NHTSA was also aware when it issued the IR, in parallel to responding to the PE25-012 IR, Tesla is simultaneously preparing responses to AQ25-002 IR (due 1/16/26) and PE25-010 IR (due 1/23/26 and 2/4/26). To respond to three large IRs in short succession is unduly burdensome and affects the quality of responses.
Jan 12, 2026	Q9	Feb 23, 2026	Feb 23, 2026	Tesla received the PE25-012 IR on 12/3/25, with a due date of 1/19/26. As NHTSA was aware, approximately two weeks of this time overlapped with major holidays. As NHTSA was also aware when it issued the IR, in parallel to responding to the PE25-012 IR, Tesla is simultaneously preparing responses to AQ25-002

				IR (due 1/16/26) and PE25-010 IR (due 1/23/26 and 2/4/26). To respond to three large IRs in short succession is unduly burdensome and affects the quality of responses.
Jan 12, 2026	Q10	Feb 23, 2026	Feb 23, 2026	Tesla received the PE25-012 IR on 12/3/25, with a due date of 1/19/26. As NHTSA was aware, approximately two weeks of this time overlapped with major holidays. As NHTSA was also aware when it issued the IR, in parallel to responding to the PE25-012 IR, Tesla is simultaneously preparing responses to AQ25-002 IR (due 1/16/26) and PE25-010 IR (due 1/23/26 and 2/4/26). To respond to three large IRs in short succession is unduly burdensome and affects the quality of responses.
Jan 12, 2026	Q11	Feb 23, 2026	Feb 23, 2026	Tesla received the PE25-012 IR on 12/3/25, with a due date of 1/19/26. As NHTSA was aware, approximately two weeks of this time overlapped with major holidays. As NHTSA was also aware when it issued the IR, in parallel to responding to the PE25-012 IR, Tesla is simultaneously preparing responses to AQ25-002 IR (due 1/16/26) and PE25-010 IR (due 1/23/26 and 2/4/26). To respond to three large IRs in short succession is unduly burdensome and affects the quality of responses.