February 24, 2014

Jennifer T. Timian, Chief
Recall Management Division (NVS-215)
National Highway Traffic Safety Administration
1200 New Jersey Avenue, SE - Rm. W46-421
Washington, DC 20590

Subject: Updated Information for Recall No. 14V-006

Dear Ms. Timian:

On behalf of Tesla Motors, Inc. ("Tesla" or the "Company"), this letter updates the National Highway Traffic Safety Administration ("NHTSA" or the "Agency") with information regarding the above referenced Recall Campaign. Specifically, and as outlined in greater detail below, the planned revised NEMA 14-50 adapter with thermal fuse did not prove to be sufficient in final validation testing. As a result, Tesla has turned to an alternate version with a more robust design than the originally intended replacement NEMA 14-50 adapter. While this version does not have a thermal fuse, other material design changes were made to ensure better heat tolerance and degradation resistance.

As reported in the Part 573 Defect Information Report, dated January 10, 2014, higher than normal electrical resistance from external sources of home electricity can cause excessive heating of the NEMA 14-50 adapter used to recharge Tesla Model S vehicles. The remedy provided was a software update that allowed the Model S onboard charging system to detect any unexpected fluctuations in input power or higher resistance connections to the vehicle and automatically reduce the charging current by 25%. While Tesla believes that this remedy alone is sufficient, as an additional precautionary measure, we indicated that a new NEMA 14-50 adapter with internal thermal fuse would be provided.

During final validation testing of the new design, the NEMA 14-50 adapter with internal thermal fuse was not any more robust than the original NEMA 14-50 adapter it was intended to replace. Accordingly, Tesla turned to an alternate replacement NEMA 14-50 adapter that was concurrently being developed. The alternate replacement adapter utilizes different internal material as well as a different weld process between wires and pins that result in a NEMA 14-50 adapter that is more tolerant to higher temperatures and less likely to degrade than the either the suspect NEMA 14-50 adapters or the originally proposed replacement. Final validation testing recently concluded, affirmed this design. As a result, production of the newly revised NEMA 14-50 adapter is being ramped up for delivery to customers. The new adapter will be readily identified by a green dot marking not present on old adapters. Tesla expects to begin delivery of the new, revised NEMA 14-50 adapters to customers in the next two weeks.

Because the new, revised NEMA 14-50 adapter does not have an internal thermal fuse, we have revised the proposed customer letter, a copy of which is attached to this letter with changes marked out. Our draft envelope conforming to the new requirements is also attached for your review and approval. Once both documents are approved, we will immediately begin transmittal of letters to customer.

If you have any questions or comments regarding this update, please feel free to contact me. Thank you for your time and consideration.

Sincerely,

James Chen, Vice President of Regulatory Affairs &
Associate General Counsel

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