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March 5, 2010

The Honorable David L. Strickland
Administrator
National Highway Traffic and
Safety Administration
1200 New Jersey Avenue, SE
West Building
Washington, DC 20590

Dear Administrator Strickland:

Since a series of recalls began last fall related to sudden unintended acceleration in Toyota vehicles, the company has stated that there are two chief causes for this condition: sticky gas pedals and gas pedal entrapment in certain kinds of floor mats. Consequently, Toyota has recalled millions of vehicles to make mechanical corrections to either the gas pedal assembly or to replace the floor mats (or both).

However, it appears that in some instances these corrections have not fixed the problem. Recent media reports state that some Toyota drivers are still experiencing unintended acceleration problems even after these corrections have been made. It is my understanding that your office has already received some post-recall correction complaints and has begun to investigate possible root causes.

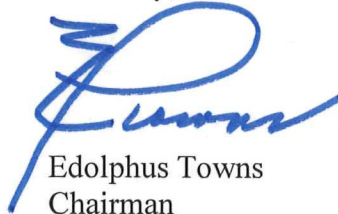
We want to ensure that the steps Toyota is taking to correct the sudden acceleration problem are working. For this reason, the Committee intends to continue its oversight of this problem, including NHTSA's handling of the issue. In this regard, please provide the following information:

1. Please describe the steps NHTSA is taking to ensure that all of the causes of the sudden acceleration problem in Toyota vehicles are identified.
2. Please describe the steps NHTSA is taking to ensure that the sudden acceleration problem in Toyota vehicles is fixed.

3. Please prepare a monthly report that documents the number of complaints by Toyota drivers who are having trouble with unintended acceleration after their recalled vehicles have been repaired. Please provide the model and model year for each of these complaints and a brief description of the reported acceleration event as described by the driver.
4. For each reported event, please provide a description of the steps taken by NHTSA to investigate the incident. This should include: (a) the dates actions were taken; (b) what if anything was discovered (or whether the investigation was inconclusive); (c) the method used to conduct the investigation; and (d) what additional actions the agency intends to take.
5. As these cases are compiled and analyzed, I also request that you provide periodic briefings to Committee staff regarding what trends or unique factors the agency believes, through its analysis, may be present in these post-correction vehicle complaints. Please also indicate to the Committee if, due to technical or resource limitations, the agency is unable to thoroughly analyze any particular complaint (for any such cases, please elaborate).
6. Please provide on a continuing basis copies of any reports the agency may produce regarding these post-correction complaints.

I appreciate your prompt attention to this matter. Should you have any questions about this request, please feel free to contact me directly, or your staff may contact Christopher Knauer or Kevin Barstow of the Committee staff at 202-225-5051.

Sincerely,



Edolphus Towns
Chairman

cc: The Honorable Darrell Issa
Ranking Minority Member
Committee on Oversight and Government Reform