

Congress of the United States
Washington, DC 20515

October 25, 2024

Sophie Shulman, Acting Administrator
National Highway Traffic Safety Administration
1200 New Jersey Avenue, SE
Washington, D.C. 20515

Dear Administrator Shulman,

We are writing to express our concerns regarding the safety of Tesla's Full Self-Driving and Autopilot software on our roadways. We are concerned that allowing these experimental technologies on our streets and highways without proper regulations poses imminent risks to all road users. The increasing number of crashes and incidents reported by Tesla under the Standing General Order (SGO) to the National Highway Traffic Safety Administration (NHTSA) are proof of the dangers this technology poses to every road user.¹ News reports from across the country show an alarming pattern of Teslas with Autopilot engaged causing fatal accidents with motorcyclists, bicyclists, and stopped emergency vehicles. The dangers posed by Autopilot require comprehensive oversight and action.

Given these safety concerns, we applaud NHTSA's recent opening of a Preliminary Evaluation (PE24-031) into all Tesla vehicles equipped with Full Self-Driving. This investigation will assess Full-Self Driving's ability to detect and respond to hazards in reduced visibility conditions such as glare, fog, dust, or precipitation is vital to maintaining safety roadways for all users. While PE24-031 and prior oversight actions such as Informational Request RQ24009² are crucial steps, there is more to be done.

Our goal is not to stifle innovation or prohibit the advent of new technology, but rather we seek to ensure public roads remain safe for everyone. NHTSA's increased oversight of Tesla's Autopilot technology is an important step in achieving this goal. To this end, we strongly encourage NHTSA to continue aggressive oversight of Tesla's compliance with recall number 23V-838 through the following steps:

- 1.) Improve SGO crash reporting for automated vehicles by expanding additional types of significant crashes that must be reported, prohibiting crash report redactions, enable other road users, such as motorcyclists or bicyclists, to report incidents to NHTSA, and require consideration of insurance claims involving vehicle automation.

¹ National Highway Traffic Safety Administration (2023). *General Standing Order on Crash Reporting: For incidents involving ADS and Level 2 ADAS*. U.S. Department of Transportation. <https://www.nhtsa.gov/laws-regulations/standing-general-order-crash-reporting>


² Gregory Magno, Chief, Office of Defects Investigation, Vehicle Defects Division - D (2024). *Information Request ID RQ24009: Letter on Recall Query (RQ24009) to investigate the remedy effectiveness of Recall 23V838*. National Highway Transportation Safety Administration, U.S. Department of Transportation. <https://static.nhtsa.gov/odi/inv/2024/INIM-RQ24009-12199.pdf>

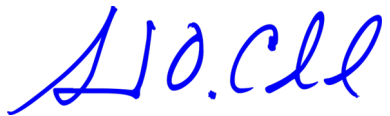
- 2.) Require operational limitation enforcement for automation so that the activation of Autopilot is prohibited outside the Operational Design Domain (ODD).

We welcome the opportunity to meet with you and your staff to discuss these issues and to provide more guidance in an effort to promote automotive innovation while ensuring the highest safety standard without any undue risk to others.


Sincerely,



Ann McLane Kuster
Member of Congress



Grace F. Napolitano
Member of Congress



Salud Carbajal
Member of Congress

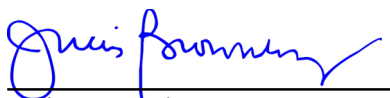

Brian Fitzpatrick
Member of Congress

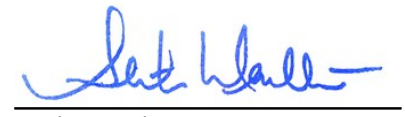

Jesús G. "Chuy" García
Member of Congress

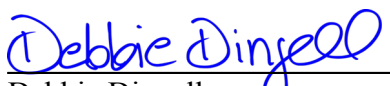

Steve Cohen
Member of Congress

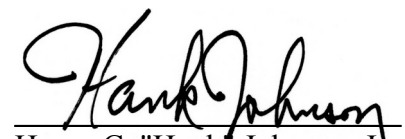

Jared Huffman
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