



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

ODI RESUME

Investigation: DP23001
Prompted By: Defect Petition
Date Opened: 04/07/2023 **Date:** 03/18/2026
Closed:
Investigator: Matthew Martens **Reviewer:** Gregory Magno
Approver: Tanya Topka
Subject: Defect Petition Interlock Request

MANUFACTURER & PRODUCT INFORMATION

Manufacturer: Tesla, Inc.
Products: 2013-2023 Tesla Model S, 2019-2023 Tesla Model Y, 2017-2023 Tesla Model 3, 2015-2023 Tesla Model X
Population: 2,259,157

Problem Description: The petition alleges that the subject vehicles contain a defect that can cause driver errors in the form of pedal misapplication.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	EWR D&I	Other	Total	EWR Field Reports
All Incidents:	1	0	0	0	1	0
Crashes/Fires:	0	0	0	0	0	0
Injury Incidents:	0	0	0	0	0	0
Number of Injuries:	0	0	0	0	0	0
Fatality Incidents:	0	0	0	0	0	0
Number of Fatalities:	0	0	0	0	0	0

Description of Other:

ACTION/SUMMARY INFORMATION

Action: Petition is denied; close this Defect Petition.

Summary:

On March 21, 2023, the Office of Defects Investigation (ODI) received a petition requesting a “recall of all Tesla cars” produced from 2013 to the date on which the petition was filed due to what Petitioner considers to be the increased likelihood of pedal misapplication. Attached to the Petition is a paper authored by Petitioner. According to Petitioner, the differences in the operator controls between the subject Tesla vehicles and internal combustion engine powered vehicles promote driver pedal misapplication, leading to sudden unintended

acceleration (SUA) incidents. To fix this alleged defect, Petitioner argues that the subject vehicles should be equipped with measures that require: (i) occasional removal of the driver's foot from the pedals; and (ii) application of the brake pedal before fully stopping the vehicle.

ODI evaluated the allegations by, among other things, reviewing the Petition and supporting technical paper, and analyzing Tesla's response to ODI's Information Request.

ODI is denying this Petition. ODI has not found evidence that warrants the opening of a safety defect investigation into the Tesla vehicles as described in the Petition. The use of regenerative braking controlled by the accelerator pedal, or one-pedal driving, is common across most light vehicle manufacturers of electric vehicles and Tesla vehicles are not unique in this respect. Further, ODI identified only a handful of collisions potentially within the scope of the alleged defect; and corresponding vehicle data demonstrated that the subject vehicles responded appropriately to control inputs by their drivers.

Moreover, ODI is unaware of any evidence to suggest that Petitioner's proposed interlock would have prevented alleged SUA events as apparently described in the Petition and supporting materials.

Accordingly, the Agency is denying the petition. As with all potential motor vehicle safety risks, NHTSA will continue to review any new information or incidents as they are submitted to the Agency.