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newly released information confirms a report from last week in the Wall Street Journal, which said that in April the U.S. National Highway Traffic Safety Administration (NHTSA) did not require Tesla to recall its cars because the floor mats that the company urged the company to install could have been the cause of

the problem. A spokesperson for Tesla gave the WSJ this response: The issue was fixed very quickly and there was no safety issue involved. We fixed the issue before any recall was issued. The WSJ also talked to a Tesla spokesperson who said that customers had “very minor cases of the mats slipping out of the

grooves.” However, NHTSA noted that the systems are designed to manage the “slippage” of the mats without triggering the driver’s knee airbag.

Interestingly, the revelation of this data has come at a time when some of the other automakers, which are facing similar issues with their Autopilot systems —

General Motors, Toyota, Hyundai, Honda, BMW, Volkswagen, and Daimler — recently agreed to pay fines for a separate recall. In this case, however, the NHTSA said that Tesla “voluntarily provided the report” and therefore it did not require a fine or payment from Tesla. It’s not surprising that Tesla hasn’t been fined, but it

is surprising that NHTSA is willing to accept some companies' explanations for problems and is able to accept unilateral data from Tesla. This alone could give the agency the idea that Tesla is not keeping them fully informed about its technology. The market value of Tesla, which is just about \$40 billion at the current \$335 stock

price, could make it extremely important for regulators like NHTSA and the National Transportation Safety Board to insist on answers to the questions the agency has, especially when it comes to the safety of self-driving cars. The data suggests that the issues with Tesla cars and autopilots are the

exception to the rule, and
not the rule itself.// -----

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