

Incident Report

Incident Number: INC-2017-08-00204

File Number: F17/41

Class/Category: VSS/Safety Issues

Occurred From Date/Time: 23/08/2017 9:18 PM

Status: Closed

Incident Number: INC-2017-08-00204

Class/Category: VSS/Safety Issues

Status: Closed

Incident Details

Incident Details

Incident Number:	INC-2017-08-00204	Classification	
File Number:	F17/41	Class:	VSS
		Category:	Safety Issues
Reported Date/Time:	23/08/2017 9:18 PM	Subcategory:	Occupant Protection
Occurred From Date/Time:	23/08/2017 9:18 PM		

Supplemental Details

Death or Injury?:	Yes		
Info can be disclosed?:	Yes		
Rpt. to Supp./Manf.?:	Yes		
Reviewed:	Yes	Review Date:	24/08/2017

Incident Involvement Section

Linked Organization

Total = 1

TESLA

Involvement Type:

Identification Plate Approval holder



Organization Type: Private Business

Reference Number:

Organization Number:

Notified By:

Contact Person:

Contact Phone:

Comments:

2017 Tesla Model X - doors ripped off from truck passing by

Involved Organization: TESLA

Incident Narratives

Incident Narratives

Total = 3

AUTHOR:	Account, Service	Narrative Type:	Original Narrative (Matter)
---------	------------------	-----------------	-----------------------------

Created By Date/Time	23/08/2017 10:19 PM	Sealed	No
----------------------	---------------------	--------	----

Narrative:

I purchased a Tesla model X in May 2017. On the 26th July 2017, I parked my car at [REDACTED] and locked it. At about 2:30pm the same day, while I did not activate the key fob, the two front doors unlocked and opened. A truck driving past collided with the door and completely destroyed it. Thankfully no one was near the vehicle at the time of the incident. I immediately called Tesla and reported the incident to Tesla. I have CCTV footage saved covering the incident where the door opens directly into the truck after it passes the car. I also have internal footage showing my whereabouts. I was more than 25 metres from the vehicle and well inside my office at all times.

This represents a serious design flaw and I'm concerned that this feature could have led to a fatality, should a motorcyclist or cyclist be driving past rather than a truck. I think while it is a convenient feature to have if the fob is within a few metres; however is dangerous, unsafe and potentially life threatening if the feature could be activated from within a building so many metres away.

I'm also of the opinion that the sensors that ordinarily prevent the doors opening into an object where defective in this instant as they should not have opened when a truck was already next to the vehicle.

This feature is unsafe and I think it could be hazardous and potentially fatal to other consumers and their families.

I'm genuinely scared to own this car as it poses a risk to my family and pets who travel inside it.

AUTHOR:	Account, Service	Narrative Type:	Original Narrative (Outcome)
---------	------------------	-----------------	------------------------------

Created By Date/Time	23/08/2017 10:19 PM	Sealed	No
----------------------	---------------------	--------	----

Narrative:

They are denying that it is an unsafe feature and is acceptable.

AUTHOR: [REDACTED] Narrative Type: VSS preliminary view

Created By Date/Time 25/08/2017 3:30 PM Sealed No

Narrative:

25/08/2017 - An assessment was made and follow up with the owner was instigated. The owner confirmed no one was injured even though he ticked the death or injury box. He did explain the function for auto door release requires pushing the button 4 times. The key was in his work bag and not bumped to the best of his knowledge.

Tesla was contacted and offered to repair the vehicle free of charge, he rejected this offer but wishes for them to buy the vehicle back. Tesla has rejected the suggestion that an issue exists, [REDACTED] and I suggest contact be made with Tesla and an explanation of the issue sought.

29/08/2017 - I contacted Tesla and discussed the issue with them. they have a vehicle download that shows the vehicle key fob commanded the doors be opened at the time of accident. I have sent them an email requesting information about the data they have and evidence to prove the accident was not caused by an equipment failure.

30/08/2017 - At the moment pending further information it seems the key was activated unintentionally.

06/09/2017 - Have sent a reminder to Tesla regards when information will be forthcoming.

07/09/17 - received info and response from Tesla.

20/10/17 - The information was examined and a view formed. That the complainant had activated the doors. A minute was prepared and agreed upon. Hav written letters to [REDACTED] and Tesla closing investigation awaiting sign off from [REDACTED]. All corro is attached.

08/11/2017 Closure letter sent to Tesla

08/11/2017 - Closure letter sent to [REDACTED]

Attachments

Additional Attachments

Total = 8

Attachment Title:	CCTV for Tesla	File Name:	CCTV for Tesla.msg
Attachment Type:		File Size:	15236 KB
		Description:	

.....

Attachment Title:	DIRD to [REDACTED]	File Name:	DIRD to [REDACTED].pdf
Attachment Type:		File Size:	75 KB
		Description:	

Attachment Title:	DIRD to Tesla Closure letter	File Name:	DIRD to Tesla.pdf
Attachment Type:		File Size:	53 KB
		Description:	

Attachment Title:	DSCPDC_0001_BURST 20170726145605413_COVER.JPG	File Name:	DSCPDC_0001_BURST20170726145605413_COVER.JPG
Attachment Type:		File Size:	1332 KB
		Description:	

Attachment Title:	Finalised Minute	File Name:	Finalised Minute.pdf
Attachment Type:		File Size:	159 KB
		Description:	

Attachment Title:	FW Tesla Incident report DIRD to TESLA 29.08.2017	File Name:	FW Tesla Incident report DIRD to TESLA 29.08.2017.msg
Attachment Type:		File Size:	337 KB
		Description:	

Attachment Title:	Re Tesla Incident report SECUNOFFICIAL	File Name:	Re Tesla Incident report SECUNOFFICIAL.msg
Attachment Type:		File Size:	4879 KB
		Description:	

Attachment Title:	Response to VSS re [REDACTED] AU 9.6.17	File Name:	Response to VSS re [REDACTED] AU 9.6.17.pdf
Attachment Type:		File Size:	194 KB
		Description:	

Incident Number: INC-2017-08-00204

Class/Category: VSS/Safety Issues

Status: Closed

Investigation Details

Investigation Start Date:

Investigation Last Review Date: 30/08/2017

Investigation Duration: 0

Investigation Closed Date:

Total Time Spent: 0 Hrs. 0 Min.

Investigation Initiated By Person:

Total Expenses:

Investigation Comments:

Investigation ongoing , but may just be operator error

Incident Controls

Incident Controls

Org Rollup Name

Access Level: Level 3

Org Level 1:

Status: Closed

Org Level 2:

Disposition: 5. Investigated - not substantiated

Org Level 3:

Expiry Date:

Org Level 4:

Locked: No

Archive (record not visible): No

Record Owner: Account, Service

Incident Visibility

Owner Workgroup: Administrator - PPM2000 Workgroup - Do not delete

Exceptions: Workgroup Name Record Rights

All Workgroups: Read

General User Defined Fields

Do not Use

Email Summary True

Postal Address

Country	Australia
Email	
Person First Name	
Person Last Name	
Organisation	
Phone Number	
Position	Director
Post Code	
Label	Persons Section
Other Country	
Other Title	
State	
Suburb	
Person Title	Other
Approval Number	
Aggregate Trailer Mass (ATM)	
Date Manufactured	03/2017
Date Purchased	05/2017
Engine / Fuel Type	Electric
Gross Trailer Mass (GTM)	
Gross Vehicle Mass (GVM)	
Make	Tesla
Model	Model X
Was the vehicle new or used when purchased?	New
Odometer	4500
Other Engine / Fuel Type	
Other Transmission	
Other Type	
Seating Capacity	
Label	Vehicle Section
Transmission	Not Applicable
Type	Motor Vehicle
Variant	90D
VIN	

Incident Number: INC-2017-08-00204

Class/Category: VSS/Safety Issues

Status: Closed



Incident Record Created By SVC_Perspective, 23/08/2017 11:19 AM GMT

Last Modified By [REDACTED], 26/11/2019 11:45 PM GMT



For - Official - Use - Only



Australian Government

Department of Infrastructure and Regional Development

MINUTE

File Reference: F17/41

Perspective Reference: INC-2017-08-00204

[REDACTED]
A/g Director
Regulatory Policy, Risk and Compliance Section
Vehicle Safety Standards

Through: [REDACTED], Senior Investigations Officer [REDACTED]

17/10/17

Subject: Investigation into Tesla driver's door opening unintentionally**Summary**

- Tesla Model X had driver's door automatically open into traffic reportedly without operator interaction.
- Vehicle has feature that allows unlocking and opening of doors with two clicks of remote key fob.
- Information from Tesla suggests that the operator has inadvertently depressed the key fob, opening the doors.
- Close with no further action.

Background

[REDACTED] claims his vehicle was parked on the [REDACTED] and locked. He was in his office over 25 metres away when the vehicle unlocked itself and both front doors opened. The driver's door opened into a passing truck causing serious damage to the Tesla.

Investigation

The complainant claims;

- On the morning of 26 July 2017 the vehicle was locked and unattended;
- at 2.30pm the same day the vehicle automatically unlocked itself and then both front doors opened. The driver's door was hit by a passing truck;
- he was in his office 25 metres from the vehicle and the key was in his bag;
- claims the vehicle is dangerous and should be recalled.
- [REDACTED] was interviewed by WIN news (26/09/17) about the incident. In the interview, he said, "the car opened automatically whilst he was inside his surgery". The following statement was also made in relation to the incident, "I also have internal footage showing my whereabouts. I was more than 25 metres from the vehicle and well inside my office at all times". In addition

For - Official - Use - Only

“the key was nowhere near me at the time and was 25 metres from the vehicle”.

-

The Department

- Contacted Tesla Motors Australia for further information on this incident, and their subsequent investigation;
- There are no relevant recalls in Australia or overseas. There are no similar reports in SIRS or Perspective.

Tesla Motors Australia advised

- The vehicle does have a function that automatically opens the front doors;
- Provided details from the owner’s manual highlighting how the function is activated;
 - the feature is activated by a double click of the key fob;
- Details of the data download from the vehicle showing event as follows;
 - The vehicle lock status was changed from “PE_LOCKED” to “PKE_UNLOCKED” at 14:00:46 on July 26, 2017. This signal indicates that the vehicle unlock action was triggered by a key fob button and
 - At the same time, the driver’s-side front door module received a door request signal as evidenced by “PFD_DOOR_REQUEST_OPEN_WIDE_SLOW”, which means the door is to open wide and slowly.
 - The source of the drivers-side front door opening indicates “PFD_DOOR_REQUEST_SOURCE_KEY_BUTTON”, which further confirms that the source was the application of the key fob button.
 - The drivers-side front door was in an open position since 14:00:46 as the door latch status (BDY_BCFDM_LATCHSTATUS) was never “closed”.
- As a goodwill gesture, they have offered to repair the vehicle although they maintain no reasonability for incident.
- Tesla told WIN news (26/09/17) that “during conversations with the owner he says he understands how the doors function, and had pressed the key-fob a number of times causing both doors to open” It was also stated “Our data records clearly show that the customer had this feature set to “on” at the time of the incident”.

Analysis

Tesla have downloaded the data from the vehicle. From this data, they have been able to show that at the time of the incident the drivers-side door of the vehicle was unlocked and opened due to a double clicking of the key fob.

They have consulted with the complainant who still insists that the doors opened automatically without any input from him. Comments made by the complainant to VSS, Tesla and WIN news have focused on his concern that the fob can operate 25 metres away from the vehicle; not on whether the fob button was pressed or not.

Fobs working 25 metres away from a car is not uncommon, and this feature is not regulated by the ADRs.

Conclusions

There is insufficient evidence to suggest the car doors opened without input from the fob. Tesla's data states the car received a signal from the fob, and the complainant's focus on the distance (rather than the button being pushed) suggests the fob could have been activated unintentionally.

There is no evidence of a systemic safety issue. Tesla have been able to show via data downloads of the vehicle that nothing had malfunctioned.

Recommendations

It is recommended that you

1. Agree to close the investigation.
2. Agree I notify Tesla Motors Australia that the Department has closed its investigation.
3. Agree [redacted] be advised the Department is satisfied with evidence supplied by Tesla Motors Australia. And the Department has closed the investigation.

 Investigations Officer Regulatory Policy, Risk and Compliance Section Vehicle Safety Standards Date 17 October 2017	<div>1. AGREED NOT AGREED</div> <div>2. AGREED NOT AGREED</div> <div>3. AGREED NOT AGREED</div>  A/g Director Regulatory Policy, Risk and Compliance Section Vehicle Safety Standards Date 17 October 2017
--	---

Incident Report

Incident Number: INC-2019-01-00484

File Number: F19/30

Class/Category: VSS/Other Issues

Occurred From Date/Time: 31/01/2019 8:50 AM

Status: Closed

Incident Number: INC-2019-01-00484

Class/Category: VSS/Other Issues

Status: Closed

Incident Details

Incident Details

Incident Number: INC-2019-01-00484

File Number: F19/30

Reported Date/Time: 31/01/2019 8:50 AM

Occurred From Date/Time: 31/01/2019 8:50 AM

Summary:

no IPA

Classification

Class: VSS

Category: Other Issues

Subcategory: Imports

Supplemental Details

Death or Injury?: No

Info can be disclosed?: No

Rpt. to Supp./Manf.?: No

Reviewed: Yes

Review Date: 28/02/2019

Incident Number: INC-2019-01-00484

Class/Category: VSS/Other Issues

Status: Closed

Incident Involvement Section

Linked Organization

Total = 1

TESLA

Involvement Type:

Identification Plate Approval
holder



Organization Type: Private Business

Reference Number:

Organization Number:

Notified By:

Contact Person:

Contact Phone:

Comments:

Involved Organization: TESLA

Incident Narratives

Incident Narratives

Total = 2

AUTHOR:	Account, Service	Narrative Type:	Original Narrative (Matter)
---------	------------------	-----------------	-----------------------------

Created By Date/Time	31/01/2019 8:51 AM	Sealed	No
----------------------	--------------------	--------	----

Narrative:

Came across this article the other day.

<https://www.whichcar.com.au/reviews/2019-tesla-model-3-first-drive-australian-exclusive>

Tesla do not have an IPA in train for the 3 yet, so they can't bring in a car for test and evaluation - note the text in the extract below. These are also left hand drive.

Tesla may have imported these vehicle under the blanket of other IPA's. They do not appear to have Test & Evaluation Import approval for these vehicles.

AUTHOR:		Narrative Type:	VSS preliminary view
---------	--	-----------------	----------------------

Created By Date/Time	18/02/2019 1:11 PM	Sealed	No
----------------------	--------------------	--------	----

Narrative:

6-2-19 VSNCR discussion No IPA for Tesla 3, Confirm with imports whether they have a test and evaluation import approval, Get list of all VIN's imported under current IPA's

Decode VIN to determine difference between X and s models with IPA against model 3 VIN layout.

8-2-19 [REDACTED] emailed imports (see attachments)

18-2-19 Imports replied

21-2-19 VSNCR discussion No T& E import approval must of imported the vehicle under blanket. Go to Tesla with a please explain.

22-2-19 [REDACTED] Emailed Tesla & Tesla replied

28-2-19 VSNCR discussion Tesla verified two vehicles were imported under ATA carnet as a commercial sample with ABF approval / eligibility email. ABF approved the import no need to pursue further.

Attachments

Additional Attachments

Total = 5

Attachment Title: 18-2-2019 Email to Imports File Name: 18-2-2019 Email to Imports.pdf

Attachment Type: File Size: 213 KB

Description:

Attachment Title: 22-2-19 Email from Tesla File Name: 22-2-19 Email from Tesla.pdf

Attachment Type: File Size: 188 KB

Description:

Attachment Title: 22-2-19 Email to Tesla File Name: 22-2-19 Email to Tesla.pdf

Attachment Type: File Size: 206 KB

Description:

Attachment Title: RE Tesla Model 3 Electric Vehicles currently in Australia under ATA Carnet - required for exhibition File Name: RE Tesla Model 3 Electric Vehicles currently in Australia under ATA Carnet - required for exhibition.msg

Attachment Type: File Size: 84 KB

Description:

Attachment Title: tesla 3.png File Name: tesla 3.png.png

Attachment Type: File Size: 550 KB

Description:

Incident Number: INC-2019-01-00484

Class/Category: VSS/Other Issues

Status: Closed

Investigation Details

Investigation Start Date:

Investigation Last Review
Date:

Investigation Duration: 0

Investigation Closed
Date:

Total Time Spent: 0 Hrs. 0 Min.

Investigation Initiated By
Person:

Total Expenses:

Investigation Comments:

Incident Controls

Incident Controls

Org Rollup Name

Access Level: Level 3

Org Level 1:

Status: Closed

Org Level 2:

Disposition: 6. Investigated -
substantiated - resolved

Org Level 3:

Expiry Date:

Org Level 4:

Locked: No

Archive (record not
visible): No

Record Owner: Account, Service

Incident Visibility

Owner Workgroup: Administrator -
PPM2000 Workgroup
- Do not delete

Exceptions: Workgroup Name Record Rights

All Workgroups: Read

General User Defined Fields

Do not Use

Email Summary True

Postal Address

Country Australia

Email vinvestigations@infrastructure.gov.au

Person First Name [REDACTED]

Person Last Name [REDACTED]

Organisation Department of Infrastructure,
Regional Development and Cities

Phone Number [REDACTED]

Position

Post Code

Label Persons Section

Other Country

Other Title

State

Suburb

Person Title Mr

Approval Number

Aggregate Trailer Mass (ATM)

Date Manufactured

Date Purchased

Engine / Fuel Type

Gross Trailer Mass (GTM)

Gross Vehicle Mass (GVM)

Make Tesla

Model 3

Was the vehicle new or used
when purchased?

Odometer

Other Engine / Fuel Type

Other Transmission

Other Type

Seating Capacity

Label Vehicle Section

Transmission

Type Motor Vehicle

Variant

VIN

Incident Number: INC-2019-01-00484

Class/Category: VSS/Other Issues

Status: Closed



Incident Record Created By SVC_Perspective, 30/01/2019 9:51 PM GMT

Last Modified By [REDACTED], 28/02/2019 12:02 AM GMT



Right-hand-drive production isn't slated to begin until the middle of 2019, but Tesla has covertly slipped three US-market vehicles into Australia for promotional and evaluation purposes, and *Wheels* was the only local media outlet invited to drive one. An industry event in Melbourne provided the opportunity, where Tesla was canvassing for potential fleet customers alongside every other manufacturer with an electrified vehicle in market.

Incident Report

Incident Number: INC-2019-06-00183

File Number: F19/30

Class/Category: VSS/Safety Issues

Occurred From Date/Time: 15/06/2019 12:53 AM

Status: Closed

Incident Details

Incident Details

Incident Number:	INC-2019-06-00183	Classification	
File Number:	F19/30		
		Class:	VSS
		Category:	Safety Issues
Reported Date/Time:	15/06/2019 12:53 AM	Subcategory:	Other
Occurred From Date/Time:	15/06/2019 12:53 AM		

Summary:

Believes advertising on website is false

Supplemental Details

Death or Injury?:	No	Other Subcategory (if necc.):	Lies about full self driving capability
Info can be disclosed?:	Yes		
Rpt. to Supp./Manf.?:	Yes		
Reviewed:	Yes	Review Date:	27/06/2019

Incident Involvement Section

Linked Organization

Total = 1

TESLA

Involvement Type:

Identification Plate Approval
holder

Organization Type:

Reference Number:

Organization Number:

Notified By:

Contact Person:

Contact Phone:

Comments:

Involved Organization: TESLA

Incident Narratives

Incident Narratives

Total = 4

AUTHOR:

Account, Service

Narrative Type:

Original Narrative
(Matter)

Created By Date/Time

15/06/2019 2:24 AM

Sealed

No

Narrative:

In the ordering page for the Tesla Model 3 for purchase in Australia the is stated in large bold text "full self driving" when clearly it is not and there have been many deaths due to the car failing to avoid crashes in self driving mode.

The webpage should not state this in order to avoid misleading customers and creating unsafe driving attitudes.

AUTHOR:	Account, Service	Narrative Type:	Original Narrative (Outcome)
---------	------------------	-----------------	------------------------------

Created By Date/Time	15/06/2019 2:24 AM	Sealed	No
----------------------	--------------------	--------	----

Narrative:

Nothing in reply to my tweet at Elon Musk.

AUTHOR:		Narrative Type:	VSS note
---------	--	-----------------	----------

Created By Date/Time	27/06/2019 3:44 PM	Sealed	No
----------------------	--------------------	--------	----

Narrative:

As report relates to advertising and does not have any MVSA and systemic safety related issues, report assigned to [REDACTED] for consideration.

AUTHOR:		Narrative Type:	VSS preliminary view
---------	--	-----------------	----------------------

Created By Date/Time	27/06/2019 3:50 PM	Sealed	No
----------------------	--------------------	--------	----

Narrative:

Reviewed report.

Agree with initial assessment, concerns identified in report are not considered to be MVSA or systemic safety concern related.

No further action to be taken.

Attachments

Additional Attachments

Total = 1

Attachment Title:	Screenshot_20190602-214536.png	File Name:	Screenshot_20190602-214536.png.png
Attachment Type:		File Size:	201 KB
		Description:	

.....

Investigation Details

Investigation Start Date:

Investigation Last Review
Date:

Investigation Duration: 0

Investigation Closed
Date:

Total Time Spent: 0 Hrs. 0 Min.

Investigation Initiated By
Person:

Total Expenses:

Investigation Comments:

Incident Controls

Incident Controls

Org Rollup Name	Access Level:	Level 3
Org Level 1:	Status:	Closed
Org Level 2:	Disposition:	2. Not investigated
Org Level 3:	Expiry Date:	
Org Level 4:	Locked:	No
	Archive (record not visible):	No
	Record Owner:	Account, Service

Incident Visibility

Owner Workgroup:	Administrator - PPM2000 Workgroup - Do not delete	Exceptions:	Workgroup Name	Record Rights
All Workgroups:	Read			

Assignments

Assigned Date:	27/06/2019 12:00 AM	Assignment Type:	Consideration
----------------	---------------------	------------------	---------------

Assigned To Person:		Completed?:	No
Assigned By Person:		Completed Date:	
		Message/Task:	

General User Defined Fields

Do not Use

Email Summary True

Postal Address

Country

Email

Person First Name

Person Last Name

Organisation

Phone Number

Position

Post Code 5031

Label Persons Section

Other Country

Other Title

State

Suburb

Person Title

Approval Number

Aggregate Trailer Mass (ATM)

Date Manufactured

Date Purchased

Engine / Fuel Type Electric

Gross Trailer Mass (GTM)

Gross Vehicle Mass (GVM)

Make Tesla

Model 3

Was the vehicle new or used
when purchased? New

Odometer

Other Engine / Fuel Type

Other Transmission

Other Type

Seating Capacity

Label Vehicle Section

Transmission Not Applicable

Type Motor Vehicle

Variant Full self driving

VIN



Incident Record Created By SVC_Perspective, 14/06/2019 3:24 PM GMT

Last Modified By [REDACTED], 27/06/2019 4:50 AM GMT

Autopilot | Included

- Enables your car to steer, accelerate and brake automatically for other vehicles and pedestrians within its lane.

Full Self-Driving Capability

Auto Lane Change: automatic lane changes while driving on the motorway.

- Autopark: both parallel and perpendicular spaces.

Coming later this year:

- Recognise and respond to traffic lights and stop signs.

\$64,677 After Est. Savings



\$70,277 Purchase Price



Full Self-Driving Capability



Incident Report

Incident Number: INC-2019-11-00397

File Number: F19/30

Class/Category: VSS/Standards Non Compliance Issue

Occurred From Date/Time: 13/11/2019 10:00 AM

Status: Closed

Incident Details

Incident Details

Incident Number: INC-2019-11-00397

File Number: F19/30

Classification

Class: VSS

Category: Standards Non Compliance Issue

Subcategory: Australian Design Rule non-compliance

Reported Date/Time: 13/11/2019 10:00 AM

Occurred From Date/Time: 13/11/2019 10:00 AM

Summary:

Brake light performance on Telsa Model 3's

Supplemental Details

Death or Injury?: No

Info can be disclosed?: No

Rpt. to Supp./Manf.?: No

Reviewed: No

Incident Number: INC-2019-11-00397

Class/Category: VSS/Standards Non Compliance Issue

Status: Closed

Incident Involvement Section

Linked Organization

Total = 1

TESLA

Involvement Type:

Manufacturer



Organization Type:

Reference Number:

Organization Number:

Notified By:

Contact Person:

Contact Phone:

Comments:

Involved Organization: TESLA

Incident Narratives

Incident Narratives

Total = 1

AUTHOR:

Account, Service

Narrative Type:

Original Narrative
(Matter)

Created By Date/Time

13/11/2019 10:00 AM

Sealed

No

Narrative:

■ entered into Perspective

■,

I know you have a super new role, however, given your knowledge and background I thought I would direct this to you.

At the RA forum in Brisbane recently a few members bailed me up to complain about the rear lights on the new Tesla Model 3.

I had given an update on our US study tour and on the tour we went to the Tesla factory and saw the new model.

On the showroom floor I had not noticed any issues with the rear lights, then again the car of course was not operating.

I was surprised how serious the members were about the safety aspects of the way the Model 3 operated in Australia.

The crux of the matters is that Tesla, as you are probably aware, have actually reduced the rear stop and indicators lights to a very small area, more a 'dot'.

There is the high level stop light, embed by the looks of things in the rear window; yes went round to a colleagues' place to look at the car!

What is the issue?

In the bright Aussie sunlight, if the sun is shining directly on the rear of the car, the rear window stop light is covered in glare and virtually not visible; I think because it is part of the window!

That leaves the two very small stop lights at the rear, and again in sun they can virtually disappear because they are so small.

I think the other issue is that because electric cars are so good at slowing down as well as speeding up, my colleague tells me he is using the brake far less than he ever did in his ICE car.

So we have the perfect storm in that in city traffic the Model 3 slows down without the need to apply brakes until the last minute, the high rear brake light seems to be a part of window and disappears in glare.

The two rear brake lights are so small they can also be very difficult to see in sun light.

My members are predicting a spate of rear end accidents to come this summer as the numbers of Model 3 sales increase.

Appreciate if you could pass this issue on to the right person for a review.

Thank and regards,

■

Attachments

Additional Attachments

Total = 2

Attachment Title:	640px-Tesla_Model_3_Rear_Light	File Name:	640px-Tesla_Model_3_Rear_Light.jpg
-------------------	--------------------------------	------------	------------------------------------

Attachment Type:		File Size:	59 KB
------------------	--	------------	-------

Description:

Attachment Title:	tesla-model3 brake lights	File Name:	tesla-model3 brake lights.jpg
-------------------	---------------------------	------------	-------------------------------

Attachment Type:		File Size:	169 KB
------------------	--	------------	--------

Description:

Investigation Details

Investigation Start Date:

Investigation Last Review Date:

Investigation Duration: 0

Investigation Closed Date:

Total Time Spent: 0 Hrs. 0 Min.

Investigation Initiated By Person:

Total Expenses:

Investigation Comments:

Incident Controls

Incident Controls

Org Rollup Name	Access Level:	Level 3
Org Level 1:	Status:	Closed
Org Level 2:	Disposition:	
Org Level 3:	Expiry Date:	
Org Level 4:	Locked:	No
	Archive (record not visible):	No
	Record Owner:	Account, Service

Incident Visibility

Owner Workgroup:	Administrator - PPM2000 Workgroup - Do not delete	Exceptions:	Workgroup Name	Record Rights
All Workgroups:	Read			

General User Defined Fields

Do not Use

Email Summary	True
Postal Address	
Country	Australia
Email	vinvestigations@infrastructure.gov.au
Person First Name	
Person Last Name	
Organisation	
Phone Number	
Position	
Post Code	
Label	Persons Section
Other Country	
Other Title	
State	
Suburb	

Incident Number: INC-2019-11-00397

Class/Category: VSS/Standards Non Compliance Issue

Status: Closed

Person Title Mr
Approval Number
Aggregate Trailer Mass (ATM)
Date Manufactured
Date Purchased
Engine / Fuel Type
Gross Trailer Mass (GTM)
Gross Vehicle Mass (GVM)
Make Tesla
Model Model 3
Was the vehicle new or used
when purchased?
Odometer
Other Engine / Fuel Type
Other Transmission
Other Type
Seating Capacity
Label Vehicle Section
Transmission
Type Motor Vehicle
Variant
VIN



Incident Record Created By SVC_Perspective, 12/11/2019 11:00 PM GMT

Last Modified By [REDACTED], 13/11/2019 11:22 PM GMT



