

**From:** [Al Prescott](#)  
**To:** [Poland Kristin](#)  
**Cc:** [Eric Williams](#)  
**Subject:** RE: Delray Beach and Mountain View  
**Date:** Tuesday, January 28, 2020 12:27:14 PM

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Hi Kris,

Follow-up from yesterday. We're OK with your inclusion of the Tesla statement on operational limits, and OK with including those spreadsheet subsets in the reports.

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**From:** Poland Kristin <[REDACTED]>  
**Sent:** Tuesday, January 21, 2020 9:29 AM  
**To:** Al Prescott <[REDACTED]>  
**Subject:** [EXTERNAL] RE: Delray Beach and Mountain View

Good morning, Al,

I hope you had a good weekend and possibly a long one.

In follow up to my email on Friday, attached are the modified carlog files that we plan to include in the public docket for both Delray Beach and Mountain View. Can you please let me know if the files are fine, as-is, to include in the docket or if you have suggested changes before inclusion in the docket?

Thank you again,  
Kris

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**From:** Poland Kristin  
**Sent:** Friday, January 17, 2020 10:55 AM  
**To:** Al Prescott ([REDACTED]) <[REDACTED]>  
**Subject:** Delray Beach and Mountain View

Good morning, Al,

As we finalize our reports and dockets for Delray Beach and Mountain View, I wanted to reach out:

- First, I plan to send you spreadsheets of a subset of Carlog data for both Mountain View and Delray Beach. These spreadsheets will be similar to those included in our public docket for Williston and Culver City. We want to ensure that we are not releasing proprietary information and also that the content is factually correct. I'm hoping both will be ready next week for your review and I will send them as soon as possible.
- Second, we are including language from the Williston report addressing operational design domain for SAE L2 vehicles. Although Tesla has not formally responded to safety recommendation H-17-41, you did respond to questions during the Mountain

View investigation saying: “Under SAE J3016, operational design domain limits are not applicable for Level 2 driver assist systems, such as Autopilot, because the driver determines the acceptable operating environment. Autopilot can be safely used on divided and undivided roads as long as the driver remains attentive and ready to take control.” We plan to include this statement from Tesla in the final report. Can we use this statement and is it still reflective of Tesla’s position on operational design domain?

Thanks again and I hope you have a good weekend,  
Kris

*Kristin Poland, Ph.D.*  
*Deputy Director, Office of Highway Safety, NTSB*  
*490 L'Enfant Plaza East*  
*Washington, DC 20594*

[REDACTED] [REDACTED] (cell)  
[REDACTED]



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