



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

DOT Auto Safety Hotline
Vehicle Owner's Questionnaire
To Report Vehicle Safety Defects
1-888-DASH-2-DOT
(1-888-327-4236)
INTERNET: www.nhtsa.dot.gov/hotline

FOR AGENCY USE ONLY 252

Date Received

2004 JUN 14

27-APR-2004

Repository ☐

PH 5:46

Reference No.

10071680

OWNER INFORMATION (Type or Print)

Name

Address

City

BEND

State

OR

Zip Code

Daytime Telephone Number

E-mail Address

Evening Telephone Number

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? ☒ YES ☒ NO

In the absence of a signature, your name or address to the vehicle manufacturer.

Signature of Owner

Date 5/10/04

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side

5TDBT44A071

Make

TOYOTA

Model

SEQUOIA

Model Year

2001

Date Purchased

6/16/01

Dealer's Name and Telephone Number

ROMANA DYON 541-344-5566

Engine:

No. Cylinders

8

Fuel Type:

GAS

Original Owner

☒

Dealer's City

BEND

State

OR

Zip Code

97701

Transmission Type

AUTO

☒ Antilock Brakes

Powertrain

☒ Cruise Control

Vehicle Component Code

1B1000 VEHICLE SPEED CONTROL: ACCELERATOR PEDAL

Multiple Failure: 1/MAIN

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s)

07-APR-2004

10/01-12/02

Failure Mileage

NO, PEDAL UP

Failure Speed

ALL

TRACTION AND SHIP CONTROL COMPUTERS ARE
HARDWARES ON ICE, SLUSHY, OR GRAVEL ROADS

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Make

Tire Model (Name or Number)

Tire Size (Example P215/65R15)

DOT No. (Example: DOTM19ABC036)

☐ Original Equipment☐ Prior Repair

Failure Location:

Tire Component Code

Tire Failure Type

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE

Make:

Date Manufactured:

Model No./Name:

Seat Type:

Installation System:

Child Seat Component Code:

Failed Part:

APPLICABLE INCIDENT INFORMATION

☐ Yes ☒ No☐ Yes ☒ No

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Narrative Description of Incident(s), Crash(es), and Injury(ies).

Please describe (1) events leading up to the failure, (2) failure and its consequences, and (3) what was done to correct the failure; i.e., parts repaired or replaced (and if old part is available).

TO
WHILE APPLYING THE ACCELERATOR PEDAL VEHICLE CUT THE THROTTLE BACK AND IDLING. THIS CAUSED THE WHEELS TO SPIN, THEN VEHICLE MOVED FORWARD ON ITS OWN, AND STALLED. CONSUMER RESTARTED VEHICLE, AND DROVE IT TO THE DEALER FOR INSPECTION. DEALER INFORMED THE DRIVER THAT VEHICLE WAS OPERATING AS DESIGNED, BUT IT WAS UNSAFE TO OPERATE. *AK
IF COMPUTER DETECTS WHEEL SPIN IT CUTS ENGINE TO IDLE, NO MATTER WHAT THE THROTTLE PEDAL DOES. EXAMPLE. ICE ROAD, STOPPED ON CROSS STREET, MUST TURN LEFT. IF WHEEL SPIN WHEN STOPPED OUT VEHICLE STARTS FORWARD, MOVES 10-15 FEET, AND STOPS. DRIVER WILL NOT ACCELERATE ABOVE AN IDLE UNTIL COMPUTER RESETS, ABOUT 1 SECOND IN THE MEAN TIME, CAR'S TRAFFIC IS COMING. VEHICLE IS STALLING FORWARD, BLOCKING ROAD, AND WILL NOT MOVE. EXAMPLE #2. GRAVEL ROADS, LOW-ICE

Include, if available: Police/Fire Department Report, Photos, and Repair Invoice.

ATTACH ADDITIONAL SHEETS IF NECESSARY

The Privacy Act of 1974 (Public Law 93-579) This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond to this questionnaire. Your response may be used to assist the NHTSA in determining whether a Manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.

GRAVEL AND WASHED ROAD CONDITIONS CAUSE VEHICLES TO "FLAT", SIMILAR TO BEING ON ICE. WHEN SEQUOIA DETECTS WHEEL SLIPPING IT CUTS THE THROTTLE. THIS CAUSES THE ENGINE TO BACK TO THE THROTTLE POSITION. IF THE VEHICLE IS IN A CURVE IT CAUSES LOSS OF CONTROL. THE DRIVER KNOWS WHAT IS THROTTLE, BUT THE COMPUTER DOES THE OPPOSITE

Narrative Description of Incident(s), Failure(s), Crash(es), and Injury(ies)

THE 4WD CONTROL SYSTEM CUTS THE THROTTLE WHEN IT SENSORS WHEEL SLIPPER. WHEN DRIVING TO ALLEGEDLY FROM A STOP ON I-67 (DOWN), THE VEHICLE WILL MOVE FORWARD 10-15', THEN STOP. IF A WHEEL SLIPS ON THE STREET, THIS IS EXTREMELY DANGEROUS WHEN DRIVEN TO RUN ONTO A BUSY STREET. EVEN ALTHOUGH MY WIFE HAD TO STOP IN TIME BEFORE THE VEHICLE WOULD NOT STOP MOVING! THE COMPARTMENT HAD THIS FROM DAMAGE I DROVE A PICKUP PULLED A HOUSE TRAILER HOME THE SAME NIGHT WITH NO PROBLEMS.

IT HAS A SIMILAR PROBLEM ON GRAVEL. GOES BACK ON WHEELS. PROBABLY WHEEL SLIP, AND THE COMPUTER CUTS THE THROTTLE. WHEN THIS HAPPENS ON A STREET STREET IT IS JUST SCARY AND INCONVENIENT. WHEN IT HAPPENS IN A CORNER IT MAKES THE VEHICLE WANT TO GO STRAIGHT OFF THE ROAD INSTEAD OF CORNERING. NOT LIKE YOU HIT THE BRAKES. THE ONLY WAY TO STOP ON THE ROAD IS TO APPLY BRAKES. THE VEHICLE WILL NOT ALLOW IT.

THE THROTTLE CONTROL RELEASES INDIVIDUAL BRAKES WHEN IT

DETECTS WHEEL LOCKING. ATTACH ADDITIONAL SHEETS IF NECESSARY

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400 Seventh St., S.W.
Washington, D.C. 20590

Official Business
Penalty for Private Use \$300



BUSINESS REPLY MAIL

FIRST CLASS PERMIT NO 73173 WASHINGTON, D.C.

POSTAGE WILL BE PAID BY NAT'L. HIGHWAY TRAFFIC SAFETY ADMIN.

U.S. Department of Transportation
National Highway Traffic Safety Administration
Office of Defects Investigation, NVS-216
400 7th Street, SW
Washington, DC 20590



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AND STANDARD 4x4 VEHICLE STRIPS MUCH FASTER AND HAS MORE CONTROL THAN SUBARU.

WE TRIED TO GET THE DEALERS TO FIX IT, BUT IT'S "WORKING AS DESIGNED". WE APPEARED TO THE STATE ASSOCIATION BOARD, AND THE ASSOCIATION'S DECISION WAS THAT THE VEHICLE WAS WORKING AS DESIGNED, BUT NOT SUITABLE FOR USE ON SLIPPERY SURFACES, AND THAT IT WAS NOT IN OUR BEST INTEREST TO USE THE VEHICLE.

THE SEVERE WAS MY WIFE'S VEHICLE, WE WERE WITH A WARNING FROM THOSE PROBLEMS THAT WE SAW THE VEHICLES ALSO BOUGHT A GMC YUKON XL. I UNDERSTAND THAT TOYOTA HAS PUT THIS SYSTEM ON ALL THEIR 4x4 VEHICLES NOW, AND I'VE SEEN TV SHOWS TALKING ABOUT THESE PROBLEMS. I WILL DO ANYTHING I CAN TO HELP YOU GET THESE UNSAFE SYSTEMS OFF THE ROAD.