 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 100148 Date Received 2005 JUN 24 AM 10:13 08-JUN-2005		Repository <input type="checkbox"/> Reference No. 10124554	
		OWNER INFORMATION (Type or Print)		Daytime Telephone Number Evening Telephone Number		E-mail Address	
Name Address City SALEM State OR Zip Code		Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? In the absence of an authorization, NHTSA WILL NOT provide your name or address to the vehicle manufacturer.		<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		Signature of Owner _____ Date ____/____/____	
VEHICLE INFORMATION							
17 digit Vehicle Identification Number Located at bottom of windshield on driver's side JTDKB20U350		Make TOYOTA		Model PRIUS		Model Year 2005	
Date Purchased 26-OCT-04		Dealer's Name and Telephone Number PHIL MEADOR TOYOTA		Engine: No. Cylinders 4		Fuel Type: Other	
Original Owner <input checked="" type="checkbox"/>		Dealer's City POCATELLO		State ID Zip Code			
Transmission Type AUTOMATIC		<input checked="" type="checkbox"/> Antilock Brakes <input checked="" type="checkbox"/> Cruise Control		Powertrain FRONT WHEEL DRIVE		Vehicle Component Code 110000 ELECTRICAL SYSTEM	
				Multiple Failure: 1			
FAILED COMPONENT(S)/PART(S) INFORMATION							
Incident Date(s) 07-JUN-2005		Failure Mileage 6000		Failure Speed 55			
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: DOTM1ALBABC038)		<input type="checkbox"/> Original Equipment <input type="checkbox"/> 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 <small>(Please describe in detail the incident. For vehicle crashes, include date, time, location, and weather.)</small>							
Crash <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Fire <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Number of Persons Injured		Number of Deaths	
				Reported to Police N			
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).							
DT: CONSUMER'S VEHICLE STALLED WHILE DRIVING ON THE INTERSTATE, AND PUT HIS LIFE AT RISK. THE CAR WOULD NOT RESTART. CONSUMERBOUGHT AN EXTENDED WARRANTY FROM TOYOTA, AND THEY HAD NO RECORD OF THAT WHEN CALLING THEM. *AK							
Include, if available: Police/Fire Department Report, Photos, and Repair Invoice.				ATTACH ADDITIONAL SHEETS IF NECESSARY			
<small>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.</small>							

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

On Tuesday evening 6 June 2005 I was driving home on Interstate 5 at 65 mph in the passing lane when all the dashboard lights went on, and my 2005 Toyota Prius lost all power. I coasted to the side where there was an exit and started on the exit, not realizing that it was uphill around the curve. The coast took me partway up the exit hill where there was no shoulder and I was stuck there. People exiting at 45mph came around the curve, slamming on their brakes, screeching tires and honking at me. I was afraid to exit the vehicle for fear of being hit. After a few minutes a nice man stopped and he and 2 others pushed me up the hill to where there was a shoulder.

Prior to the incident my computer was indicating that I was low on gas by flashing green, and the computer was indicating that I was getting power from both the gas and electric engines. When the tow truck arrived, my interior and dash lights would not turn off. I was finally able to get them to turn off. They were all on overnight probably draining the battery completely. My headlights remained on for over an hour and were not dim. The car acted as though it did not recognize any commands. Prior to this the only motor issues I had noticed were that, since new, the car dieweled at stoplights, sometimes for a minute, and I got 28 mpg in the city, where the gas engine seemed to be running even on downhill stretches and when stopped.

ATTACH ADDITIONAL SHEETS IF NECESSARY

US Department of Transportation

National Highway Traffic Safety Administration

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

Official Business Penalty for Private Use \$300



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



VEHICLE OWNER'S QUESTIONNAIRE

DOT AUTO SAFETY HOTLINE

TO REPORT VEHICLE SAFETY DEFECTS COMPLETE THIS FORM OR

DASH2DOT

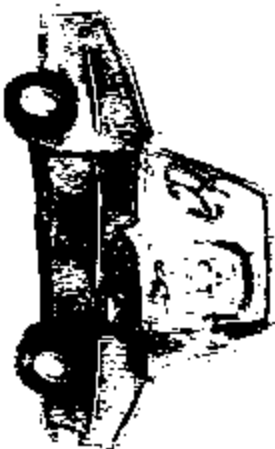
and dial toll free at

1-888-DASH-2-DOT

1-888-327-4236

DOT Auto Safety Hotline DASH 2 DOT

1-888-327-4236



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

www.nhtsa.dot.gov/hotline

Salem, Oregon

10 June 2005

Dear Toyota Motors:

I have just heard the final verdict on my Toyota Prius which suddenly quit on me on the Interstate Tuesday night at 9:30pm while I was traveling 65 mph. I was unable to coast to a safe stopping area. Eventually 3 men helped me push the car uphill to where there was a shoulder where I could pull over. Toyota Region is saying that I ran out of gas and the computer failed.

I find this unbelievable for 2 reasons.

First, when I have been low on gas the green light flashes, and when I have been dangerously low (or so I assume) it flashed red. My light was flashing green.

Secondly, the display showed that there was still power coming from the gasoline engine just before it stalled. Had I been out of gas the computer display should have shown that all the power (at 65 mph) was coming from the electric engine. I also find it odd that an electric motor would have kept me going steadily at 65 mph on that hilly stretch of road.

It feels like what is going on is a cover-up of a major problem with the Prius. I was not asked whether the green flashing light was on, or if the red flashing light was on, or what the computer screen showed. There seemed to be no interest in finding out what I experienced before the stall occurred. Never was I asked what the sequence of events was, nor was I asked if there were previous problems with the car.

When I took it in for routine 3000 mile service to Capitol Toyota here in town I had a number of complaints. It died when I stopped at stop lights, stuttering sometimes for a minute or more before cutting over to the electric motor. I also complained that I got 28 mpg in the city and 49 on the highway and that the engine ran much of the time when I was stopped. I was told this was normal and the computer

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June 15, 2005

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checked out. The advertising says that one should get better mileage in the city than on the highway. For the first 3000 miles it also put out an oily coating on the inside of the windshield whenever the defroster was on. I was told this was also normal.

I have owned Toyotas in the past, and 2 of my sons own Toyota pick-up trucks now, one only a month old. We have been a loyal Toyota family. During this entire episode I was treated with courtesy and respect by the dealers, but not by the Regional representative who was truly disrespectful, and when I said that it sounded like Toyota didn't care he replied "you're right."

I will close reemphasizing my feeling that there is some sort of cover up of a major system problem going on. It would be absurd to design a car which freezes up completely, is unable to be restarted, doesn't respond to the ignition at all when it runs out of gas, yet has plenty of electricity for dashboard and interior lights (which did not turn off with the switch and ran all night long prior to being towed to the dealer, probably draining the battery). I, for one, don't buy it and I am requesting a thorough investigation and recall until this problem is solved.

At present, the dealer tells me that it is running well and should be returning soon. However, I no longer feel safe passing or being in a situation where sudden motor failure would endanger my life. What I will do with my new Prius I don't know, for I no longer feel safe in it, nor, in good conscience could I sell it to someone else without informing them what had happened.

Sincerely, ...



Cc: Congresswoman Darlene Hooley

Cc: Phil Meador Toyota

Cc: Beaverton Toyota

Cc: National Highway Traffic Administration