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2010 FEB 26 AM 7:43

16 February 2010

[REDACTED]
Parrish, FL [REDACTED]

This letter serves to alert you to an apparently **yet to be addressed** issue with Toyota vehicles. The 2000 Tundra, 4.7L and possibly other year models have an issue with the gas pedal. **This is a dangerous condition.**

I purchased the truck (produced in the brand-new truck plant located in Princeton, Indiana) in 2000 just months after it became available. My experience with automobile repairs is both long and extensive. I was rebuilding carburetors at the age of 14.

This problem with the accelerator first presented itself in the summer of 2005. I started the truck and stepped on the gas pedal. **Nothing happened.** I depressed the gas pedal to the floor and the truck **lunged forward!** Only by carefully "**pumping**" the gas pedal up and down was I able to attain approximately 40 miles an hour. Over 20 miles from my home, it was a scary trip to say the least. Luckily I was able to use "back roads" which were lightly traveled and had but a few stop signs. If I had been required to drive in traffic, the condition was so severe it would've required having the truck towed. My first thought was: a transmission issue. Once I got the truck in the garage (stomping on the gas pedal and the brake at the same time) I went on the Internet to research these completely puzzling symptoms. Within a short period of time I found someone else who had the exact same problem. It was caused by a loose connection where the accelerator pedal position sensor wire connects to its female connector. This is located on the top of the engine. I looked at the connector (black plastic) and it seemed "connected." I pushed the connector down hard, and to my astonishment it "clicked" into place. That solved the problem.

Less than one year later a local mechanic called me one day. He knew that I researched repair solutions on the Internet. A Tundra in his shop had a *strange accelerator problem*. As he described the symptoms I knew exactly what the issue was and had him check the wiring connections for the accelerator pedal position sensor. Problem solved.

Two years later the same problem again presented itself, only this time, but I was only a short distance from home. Accessing this connection requires the removal of a metal cover. Once back in the garage, I removed the cover and "clicked" the electrical connector securely in place. *Using some copper electrical wire, I "safety wired" the connector firmly in place.* This has proved to be a permanent solution.

Virtually all of my driving is on paved roads. Another Tundra owner who does a lot of driving on back roads and gravel roads and construction sites would certainly have

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imparted a lot more shock and vibration to the engine and may have experienced this issue both sooner and more frequently.

Last year my Tundra's starter failed. The mechanic who did the starter replacement firmly pushed the connector into position. I was only a quarter of a mile away from the repair shop when the same issue presented itself again. I went around the block and drove into the repair shop. I ask the mechanic to push down hard on the electrical connector. When he did, it clicked into place. **This electrical connector appears to be fully seated to the human eye. Only by actually applying considerable pressure on it can you force it down, what is probably a 16th of an inch. The connector was again safety wired.**

Best guess as to the problem with the connector: the design of the plastic is faulty. The plastic tab isn't large enough to hold it securely in the socket and over time, road vibration causes it to come loose. There is no telling how many truck owners have experienced this problem and did not realize that it was widespread. Actually, it was such a relief to learn the "fix" was so simple and cost nothing there was little motive to contact the dealer. Don't hesitate to contact me should you need more information.

Just imagine pressing the gas pedal to the floor causing your vehicle to roll slowly along and then suddenly lunge at full throttle. **Anyone experiencing this problem in traffic probably had an accident.** A complete redesign of the connector would solve the issue. If you wish I can send you a photograph of the way that I safety wired the connector.

Hope this is helpful.

Sincerely,

[REDACTED]
[REDACTED] Lt Col, USAF (Ret.)

Parrish, FL

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