

FEB 14 2011

Dear Investigator,

I see that you have announced that the Camry incidents were not electronic and were declared so by NASA scientists. Let me be so bold as to partially disagree, as I had this same problem with another brand of car which I own and had repaired-no thanks to the repair shop I visited multiple times.

To make a 2-year/ long story short:

In my case, unbeknownst to anyone, the thermostat was physically stuck open. The thermostat controls then "told" the engine it wasn't warm enough, and to increase the gas. The car's computer did not throw an error code, as it technically wasn't an error in electronics. This went on for years, but only during the winter. I kept telling people that it only happened when the exterior temperature was 7 degrees F. or below, and the engine temp was under 80 degrees. I felt all persons involved disregarded my data. It was only repaired when I made a new appointment elsewhere and told them what they were to do, with no explanation from me. The shop owner did ask, and after explaining, performed the work and noticed that both radiator hoses were the same temperature, despite my having driven 40 miles to the appointment. The day of the appointment was over 7 degrees F. so I did not end up in a "loss of speed control" situation.

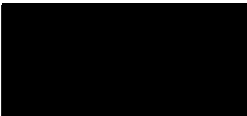
I realize the cars involved were not being operated in cold weather, but thought I'd bring this to your attention in case there was some other issue with a thermostat stuck shut, or some other part that would "tell" the computer to make the engine run fast, that technically might not be "electronic." Since gas pedals are no longer mechanical, and cannot be "stuck" as with carburetors we are all at the mercy of electrical parts. I applaud your policy of including a kill switch- this will save lives of people you will never have heard about, and wish my car had one.

[Redacted]

Henry, Illinois

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