

NHTSA ccmMercury Routing Slip



Printed: 3/1/2010

NHTSA #: ES10-001186

XREF #:

Delivery: MESSENGER ENV.

Rec'd Date: 3/1/2010

Doc Type: S10

Address To: S1

Referred By: NOA10

Doc Date: 2/3/2010

Due Date:

S10 #: 100219-027

DOT/I #:

RMP #:

Subject: S10 APPROPRIATE HANDLING RE TOYOTA THROTTLE CONTROL PROBLEM OWNER OF A 2001 DODGE DURANGO SLT EXPERIENCE SIMILAR PROBLEM

Ack Date:

Sign Office: ACTING SAA
VEHICLE SAFETY

Cleared Date:

File Loc:

Added By: NMOODY x62544

Ack By:

Signature: ACTING SAA VEHICLE
SAFETY

Cleared By:

XREF File:

Modified By: NICOLE.MOODY

Signed For:

Cleared For:

Closed Date:

Most Recent Comment:

Author:

GENERAL PUBLIC

PORT ORANGE, FL

Tel: Fax: E-mail:

CL-10316449-8889

Assigned To	Task	Asgn Date	Deadline	Returned Date
NVS-200	APPROPRIATE	3/1/2010		3/1/2010
NVS-010	INFORMATION	3/1/2010		3/1/2010

2010 MAR -2 AM 7:54

EXECUTIVE SECRETARIAT

2010 MAR -1 P 2:47

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ET
03/02/10
1/68

3 February, 2010

ACTION

Is assigned to:

NHTSA

S10-100219-027

CONTROL NO.

Mr. Ray LaHood, Secretary
NHTSA
1200 New Jersey Ave. SE
West Building
Washington, D.C. 20590

Subject: Current Problem with Toyota Throttle Control

Dear Secretary LaHood:

I have had a similar experience, twice, with my 2001 Dodge Durango SLT. It was a series of uncommanded RPM surges while in and out of cruise control. Surge would be as much as 800 RPM and almost resulted in an accident more than once. It took the dealer five service calls to finally discover the problem. The discovery happened only after a check engine light stayed on long enough for the service department to download an error code from the Powertrain Control Module (PCM). The surge was caused by a failing and/or failed Throttle Position Sensor (TPS).

I have recently had the TPS fail again, but this time the surges did not exceed 300 RPM before the source of the failure was confirmed. As in the initial failure, and even though the TPS was suspect, the service department was not able to identify the problem until the check engine light came on.

The TPS output is processed by the PCM to signal both the transmission (electronically controlled in the Durango) and the Vehicle Speed Control Servo. The wiring diagram for these units can be found in the Chassis Electrical Section of Chilton's Service Manual for the Durango, starting at page 12-30. Because the PCM is a computer, its wiring and logic diagrams are not included in this service manual.

In the case of my Durango, I suspect the PCM isn't programmed to detect a *failing* TPS. As a result, the PCM continues to react to spurious signals from the TPS, resulting in uncommanded RPM increases which continue until a hard failure of the TPS is detected.

EXECUTIVE SECRETARIAT
2010 MAR - 1 P 2:46
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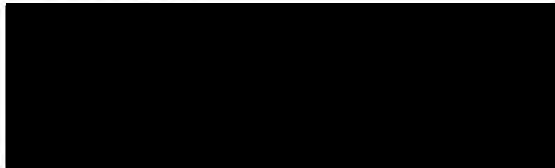
I haven't researched the wiring diagrams for the affected Toyoto vehicles, but I suspect they are similar to the Durango. The symptoms I'm hearing about sound disturbingly similar to my experiences.

Given the worldwide sourcing of automobile components, is it possible the Durango and Toyoto share common electronic modules, perhaps just the logic within the modules?

This is not the first time I have communicated a concern to the NHTSA. You will see my hand in the NHTSA Campaign ID No. 78V167000 concerning windshield wiper linkage on 1978 Ford Fairmont.

I wish you speedy success in finding the root cause of the Toyoto problem.

Sincerely,

A large black rectangular redaction box covering the signature of the sender.

Aeronautical Engineer
Florida P.E. 



Office of the Secretary of Transportation
Executive Secretariat

Control number: S10-100219-027

Document date: 2/3/2010

Action office: NHTSA

Due date:

Writer:

[REDACTED]
Port Orange, FL [REDACTED]

Subject: Toyota throttle control

Action: Appropriate Handling

Date	Action	Action by
2/19/2010	Folder Processed for Appropriate Handling.	CGRANT
2/19/2010	Updated Folder Information.	CGRANT
2/19/2010	Work Folder Assigned to NHTSA.	MPETTIFORD
2/19/2010	Incoming File Uploaded.	MPETTIFORD
2/19/2010	Control Number Created.	MPETTIFORD

Date	Note	Note by
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For more information please contact:
Angela Ingram, angie.ingram@ost.dot.gov



B-17 Flying Fortress

Port Orange, FL

DAYTONA BEACH
FL 321 1 L
04 FEB 2010 PM



MR. RAY LAHOOD, SECRETARY
NHTSA
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WEST BUILDING
WASHINGTON, D. C. 20590

