

[REDACTED]
Lynmore
Rotorua
New Zealand.
October 8th. 2014

INFORMATION Redacted PURSUANT TO THE FREEDOM OF
INFORMATION ACT (FOIA), 5 U.S.C . 552(B)(6)

OCT 20 2014

Phone [REDACTED]

E mail [REDACTED]

The Manager
National Highway Traffic Safety Administration
NHTSA Headquarters
1200 New Jersey Avenue S E
West Building
Washington D C. 20590

cc...N.Z. Automobile Assn.

Dear Sir RE..Toyota Corolla acceleration problem.
U.S Safety Agency investigation

My name is [REDACTED] and I too am concerned regarding the
problems outlined in the copy of two articles which were published on
Wednesday 30th, 2014, by Tom Krishner, AP Auto writer/Associated
Press. (Copies enclosed)

I and my wife own a 2007 Toyota Corolla, soon after we purchased the
vehicle in 2008 we noticed that the accelerator was what we can only
describe as "touchy". When we informed our Toyota agent in Rotorua
of our concern we were told that the "fault" was a peculiarity relating
to that model of vehicle and nothing could be done to alleviate the
problem.

NH

11/6/14

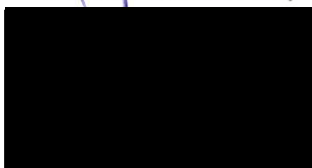
CW

Since then we have tried to overcome sudden acceleration by moving off from a stand still much slower thus holding up following traffic and even moving off from a standstill in a lower gear.

When I read the attached reports I considered that the problems being experienced as described therein I immediately related the same to what was happening with our vehicle and would like to add our names to the many complaints already received by NHTSA.

I would be grateful to receive any further information or findings of the U.S. Safety Agency regarding this matter.

Yours sincerely



Copy to
N.Z. Automobile Assn.
P.O. 1.
Wellington N.Z. 6140



Wed, Oct 1, 2014, 10:36 PM NZDT - New Zealand Markets closed

Safety agency studying Toyota acceleration problem

US safety agency looking into low-speed unintended acceleration in older Toyota Corollas

AP

By Tom Krisher, AP Auto Writer | Associated Press – Tue, Sep 30, 2014 10:05 AM NZDT

DETROIT (AP) -- A U.S. safety agency is looking into a car owner's allegations that older Toyota Corollas can accelerate unexpectedly at low speeds and cause crashes, reviving a problem that appeared to be in the automaker's past.

The inquiry by the National Highway Traffic Safety Administration covers about 1.69 million Corolla compact cars from the 2006 to 2010 model years. The agency said in documents posted Monday on its website that the inquiry will determine whether a formal investigation is needed.

There have been at least 141 complaints filed with NHTSA about unintended acceleration in Corollas, reminiscent of 2009 and 2010, when Toyota and its Lexus luxury brand vehicles were plagued by complaints of unwanted acceleration as well as investigations and recalls.

Back then, Toyota blamed the problems on drivers hitting the gas instead of the brake, floor mats that could trap the gas pedal, and sticky gas pedals that could cause unwanted acceleration.

In the petition released Monday, electronics engineer [REDACTED] of Bristol, Rhode Island, said a 2010 Corolla driven by his wife, [REDACTED] surged at low speeds several times, and a dealer couldn't find the cause. The car already had been

repaired under sticky-gas-pedal and floor-mat recalls, he said.

On June 8, the Corolla surged as [REDACTED] was making a slow right turn into a parking space on High Street in Bristol, and it crashed into an unoccupied Jeep, [REDACTED] said in an interview. The brakes, he said, failed to stop the car in time to prevent a crash. No one was hurt.

[REDACTED], who specializes in consumer electronics, provided a report from the car's event-data recorder showing that the gas pedal was in the idle position starting 4.8 seconds before the crash. It rose to slightly above idle at 2.8 seconds before impact, but returned to idle a second later and stayed there until the crash. The Corolla's speed, though, was 3.7 mph until 0.8 seconds before the crash, when it rose to 5 mph. It was 7.5 mph at impact.

Revolutions per minute stayed constant at 800 until doubling at the time of the impact, the report said. And [REDACTED] foot was off the brake until the moment of impact, which her husband says is consistent with a driver slowly entering a parking space and being caught off-guard by acceleration.

"She told me she that the car started going, she hit the brake and it kept accelerating," he said, adding that a passenger in the car whom he declined to identify saw [REDACTED] foot on the brake at the time of the crash.

Now, [REDACTED] says he's stuck with a car that his wife won't drive and his conscience won't let him sell.

"Maybe I can help prevent an accident, to get people to look at it, to get Toyota to invest the time and money to figure out what's wrong and make a change," he said.

Toyota said in a statement that it is cooperating with the NHTSA investigation, but declined comment on [REDACTED] allegations.

Last year, the company paid a record \$1.2 billion to settle a U.S. Justice Department investigation. Toyota admitted that it hid information about defects that caused vehicles to accelerate unexpectedly, causing injuries and deaths.

Eventually Toyota recalled more than 10 million vehicles to fix sticky pedals,

ill-fitting floor mats and faulty brakes. From 2010 through 2012, it paid more than \$66 million in fines for delays in reporting safety problems. Investigations by NHTSA and NASA found no electronic cause of high-speed unintended acceleration in Toyotas.

██████████ also complained to David Kelley, a former U.S. attorney who was appointed by the Justice Department to monitor Toyota's compliance with the settlement. In a letter to Kelley, ██████████ contends that Toyota may have broken the settlement terms by making misleading statements and concealing information.

After NHTSA received ██████████' Sept. 11 complaint, an investigator contacted him and said NHTSA wanted to lease his car for testing, but said that would have to wait for the agency's new budget year to start in a month or so.

NHTSA's documents say there have been only one crash and no injuries from the problem, but ██████████ said his analysis of complaints filed with the agency show 83 crashes and 34 injuries.

- [Technical Analysis](#)
-

How Will Toyota (TM) Stock React to Possible Acceleration Issue?

BY [Tedd Cohen](#) | [Follow](#) 09/30/14 - 08:51 AM EDT |

Stock quotes in this article: [TM](#)

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NEW YORK ([TheStreet](#)) -- **Toyota Motor Corp. (TM)** is being probed by the National Highway Traffic Safety Administration regarding a car owner's allegations that older Toyota Corollas can accelerate unexpectedly at low speeds and cause crashes, reviving a problem that appeared to be in the automaker's past, the *Associated Press* reports.

The inquiry by the NHTSA covers about 1.69 million Corolla compact cars from the 2006 to 2010 model years. The agency said in documents posted yesterday on its website that the inquiry will determine whether a formal investigation is needed.

At least 141 complaints have been filed with NHTSA about unintended acceleration in Corollas, reminiscent of 2009 and 2010, when Toyota and its Lexus luxury brand vehicles were plagued by complaints of unwanted acceleration as well as investigations and recalls, the *AP* said.

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Shares of Toyota closed at \$117.52 yesterday.

TheStreet Ratings team rates TOYOTA MOTOR CORP as a Buy with a ratings score of A-. TheStreet Ratings Team has this to say about their recommendation:

"We rate TOYOTA MOTOR CORP (TM) a BUY. This is based on the convergence of positive investment measures, which should help this stock outperform the majority of stocks that we rate. The company's strengths can be seen in multiple areas, such as its revenue growth, increase in net income, attractive valuation levels, growth in earnings per share and notable return on equity. We feel these strengths outweigh the fact that the company has had lackluster performance in the stock itself."

Highlights from the analysis by TheStreet Ratings Team goes as follows:

- The revenue growth came in higher than the industry average of 10.8%. Since the same quarter one year prior, revenues slightly increased by 0.1%. This growth in revenue appears to have trickled down to the company's bottom line, improving the earnings per share.

- The net income growth from the same quarter one year ago has exceeded that of the S&P 500 and the Automobiles industry average. The net income increased by 2.4% when compared to the same quarter one year prior, going from \$5,667.00 million to \$5,803.00 million.
- TOYOTA MOTOR CORP's earnings per share improvement from the most recent quarter was slightly positive. The company has demonstrated a pattern of positive earnings per share growth over the past two years. We feel that this trend should continue. During the past fiscal year, TOYOTA MOTOR CORP increased its bottom line by earning \$11.17 versus \$6.46 in the prior year. This year, the market expects an improvement in earnings (\$11.76 versus \$11.17).
- The return on equity has improved slightly when compared to the same quarter one year prior. This can be construed as a modest strength in the organization. Compared to other companies in the Automobiles industry and the overall market on the basis of return on equity, TOYOTA MOTOR CORP has outperformed in comparison with the industry average, but has underperformed when compared to that of the S&P 500.
- You can view the full analysis from the report here: [TM Ratings Report](#)

[STOCKS TO BUY: TheStreet Quant Ratings has identified a handful of stocks that can potentially TRIPLE in the next 12 months. Learn more.](#)

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