



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

10-JUN-2015

Repository ☐

Reference No.
10724619

OWNER INFORMATION (Type or Print)

Name

Address

City **ROYAL OAK**
LOYAL OAK

State MI

Zip Code

Daytime Telephone Number

E-mail Address

NOEMAIL@UKN.GOV

Evening Telephone Number

The information you provide will be used to identify potential safety-related defects. We may share your information with the applicable vehicle manufacturer during an investigation or recall in accordance with the routine uses described in the agency's Privacy Act notice. See 49 FR 53971 (Sep. 3, 2004).

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side

2T1KR32E13C

Make

TOYOTA

Model

MATRIX

Model Year

2003

Date Purchased

Dealer's Name and Telephone Number

Engine:

No: Cylinders

Fuel Type:

Original Owner

☐

Dealer's City

State

Zip Code

Transmission Type

☐ Antilock Brakes

Powertrain

Multiple Failure:

Incident Date(s)

29-MAY-2015

☐ Cruise Control

FAILED COMPONENT(S)/PART(S) INFORMATION

Vehicle Component Code: ENGINE (PWS)

Failure Mileage
112000

Failure Speed
35

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: DOTM19ABC036)

☐ Original Equipment
☐ 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

(Please describe in detail the incident(s), failure(s), crash(es), and injury(ies).)

Crash

☐ Yes ☒ No

Fire

☐ Yes ☒ No

Number of Persons Injured

0

Number of Deaths

0

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).

TL* THE CONTACT OWNS A 2003 TOYOTA MATRIX. WHILE DRIVING AT 35 MPH, A VERY LOUD NOISE EMITTED FROM THE ENGINE. THE CONTACT STATED THAT THE VEHICLE WAS TOWED TO AN INDEPENDENT MECHANIC FOR DIAGNOSTIC TESTING. THE RESULTS OF THE DIAGNOSTIC WERE UNKNOWN, BUT THE VEHICLE WAS REPAIRED. THE MANUFACTURER WAS NOT NOTIFIED OF THE FAILURE. THE APPROXIMATE FAILURE MILEAGE WAS 112,000.

Include, if available: Police/Fire Department Report, Photos, and Repair Invoice.

ATTACH ADDITIONAL SHEETS IF NECESSARY

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 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.

September 24, 2015

Mr. Randy Reid – Chief
Correspondence Research Division – Office of Defects Investigation
Enforcement
US Department of Transportation
National Highway Traffic Safety Administration
1200 New Jersey Ave SE
Washington DC 20590

Re: Reference No 10724619 / [REDACTED] / 2003 Toyota Matrix XR

Dear Mr. Reid:

I am in receipt of your undated reply to my complaint received by your agency on June 10, 2015. You requested further information given that you've noted: "The contact stated that the vehicle was towed to an independent mechanic for diagnostic testing. The results of the diagnostic were unknown..."

Enclosed is a repair bill dated May 29, 2015 showing:

- Replacement of Transmission core (6 spd)
- Clutch pressure plate replacement
- Bearing replacement
- Rebuild Kit.

I was advised by mechanic Steve from Driveline Performance Transmissions (21213 DeQuindre, Hazel Park MI 48030; (248) 545-3774) that the original equipment 5-speed transmission in the early Toyota Matrix vehicle was not worth replacing. He told me that I would be apt to have the same total transmission failure with this design—he had replaced many of them. He recommended that I acquire a rebuilt 6-speed transmission, which I did. I did attempt to obtain an affidavit from Steve as to the exact nature of the transmission failure, but he declined.

However, I did acquire an affidavit from the master mechanic who shortly thereafter performed a "100,000 mile makeover" on my car (having decided to keep the car after the transmission replacement, I had all struts, timing chain and chain tensioner replaced, along with a tune-up) did aver that he briefly saw a TSB for the Toyota Matrix regarding total transmission failure. When I asked him to download the TSB as I could not find it after an internet search, he could no longer find it in the automobile data bases for which he has access. His affidavit is attached indicating that he saw a TSB on the 2002 to 2010 Toyota Matrix on total transmission failure, and that the posting was mysteriously "un-posted" shortly thereafter.

Further, I did an internet search in car forums as to this particular problem with the early Matrix production years. This evidence further bolsters the probability that a TSB was indeed issued, however briefly. Comments include (see attached—a portion of what I found):

- I have a 2003 Toyota Matrix, 5-speed that has been properly maintained...needs to be completely replaced...will cost over \$3,000. My transmission had a bearing failure at about 62k. Replacement cost about \$1,100. Toyota...would do nothing. The mechanic said the failure had nothing to do with maintenance or use. It was simply a bad part.
- 2004 Matrix with only 113,000 kms...just replaced the clutch and am told my transmission is trashed.
- A bearing went in my 2003 Toyota Matrix XR 5-speed transmission...at 108km.
- My dad is a heavy duty mechanic and has been a loyal Toyota customer...He said the same thing about the bearings in the transmission...When I went to a local Toyota dealer I brought up the fact that there has been problems with the Matrix transmission, he acknowledged that they had come across a few...
- 2003 Toyota Matrix...manual transmission replaced at 63,000 miles.
- 102,000 kms on a 2003 Matrix 5 sp and the tranny bearing exploded...Toyota Canada...offered next to nothing.
- 2003 5 speed Toyota Matrix XR bought in May of 2002. At 108,000 miles they informed me my transmission was bad...\$2,300.
- 04 Matrix XR...just had the transmission replaced at just over 46k...Told by dealer that the differential came apart inside the trans.
- 2003 Matrix woes...bearings [in transmission] totally shot. I was told it was a "fluke" as well [by Toyota].
- Just had the bearings go bad on my Matrix 5-speed tranny...60,000 miles.

That's just ten accounts of many, many more in the car forums. Consider that a likely low percent of car owners even know that complaints and comparisons can be entered into car forums, much less take the time to log the trouble on line. I wouldn't be surprised if this trouble were far more pervasive than even the car forums report.

In every case that I could find, Toyota did nothing to stand behind their product, leaving the consumer with sizeable repair bills approaching \$3,000. Mine was \$2,800. Further, several mechanics in these on-line reports have relayed to unsatisfied Matrix customers that it appeared to them that a design failure was involved, most citing the main bearing, as all had seen many early Matrix models end up in their independent garages. Finally, that in several of these instances, a 6-speed transmission was recommended so as to avoid this apparent design failure in this 5-speed model.

Take this for what you want, but the reported failure of Toyota to offer any relief, the voluminous reports of total transmission failures in the early Matrix model years, multiples mechanic representations of a design defect, a TSB likely being published then mysteriously rescinded and very high repair bills for the innocent consumer all point to a need for NHTSA to intervene and investigate this issue in this Toyota product.

Sincerely, [REDACTED]

[REDACTED]
[REDACTED]
Royal Oak MI [REDACTED]

(h) [REDACTED]

(w) [REDACTED]

(c) [REDACTED]

email: [REDACTED]

DIAGNOSTIC PROCEDURES

FLUID CHECK

LEVEL CONDITION
☐ CORRECT ☐ CLEAN
☐ HIGH ☐ BURNT
☐ LOW ☐ CONTAMINATED

DATE 5-29-15 NAME [REDACTED] REPAIR ORDER NO. [REDACTED]
 ADDRESS [REDACTED] CITY ROYAL OAK MI STATE MI BUS. PHONE [REDACTED] EXT. [REDACTED]
 YEAR 03 MAKE TOYOTA MODEL MATRIX COLOR RED VEHICLE NO. 3C [REDACTED] LIC. NO. [REDACTED] MILEAGE 112353 TRANS. TYPE 5 SP ENG. TYPE [REDACTED]
 CUSTOMER COMMENT THROW OUT BEARING TOWED IN BY [REDACTED] REFERRED BY [REDACTED] FINAL ROAD TEST BY [REDACTED]

ROAD TEST

HOW CHOSEN: T.V. ☐ RADIO ☐ NEWSLETTER ☐ Y. PAGES ☐ FLT. ☐ GAS STA. ☐ REFERRAL ☐ PREVIOUS CUSTOMER ☐
 WARRANTY SERVICE ☐ ORIGINAL CENTER ☐ ORIGINAL R.O. ☐ SERVICE REQUIRED ☐
 R.D.I. ☐ REBUILD ☐ DATE [REDACTED] AUTHORIZED BY AND TIME [REDACTED]

NEU. SWITCH ENG. RPM REV. ENGAGE
 OK NG OK NG OK NG
 DR. ENGAGE REVERSE LOW
 OK NG OK NG OK NG
 DRIVE 1-2 SHIFT 2-3 SHIFT
 OK NG OK NG OK NG
 OVERDRIVE LOCKUP KICKDOWN
 OK NG OK NG OK NG
 SPEEDO PARK NOISE
 OK NG OK NG OK NG

YOU ARE ENTITLED TO RECEIVE A COPY OF OUR QUOTATION SHEET WHICH SETS FORTH THE COST OF THE SERVICES WHICH WERE AVAILABLE TO YOU.

MATL-PARTS-COMPONENTS	AMOUNT
TRANSMISSION CORE 6SP.	1200.00
CLUTCH PRESSURE PLATE + BEARING	245.00
REBUILD KIT	350.00
2300.00 CASH	
502.72 CHECK # [REDACTED]	
PAID IN FULL	
1175.00	

DRIVELINE PERFORMANCE

21213 Dequindre • Hazel Park, MI 48030
 (248) 545-3774
 FAX (248) 545-3745
 Drivelineperformance.com
 INSPECTION SERVICE-AUTHORIZATION

DATE [REDACTED] REMOVE AND DISMANTLE
 TIME [REDACTED] INTERNAL INSPECTION
 OF PARTS
 FROM [REDACTED] REASSEMBLE AND INSTALL
 BY [REDACTED]
 SIGNATURE OR DRIVER LICENSE # [REDACTED]
 INSPECTION LABOR \$ [REDACTED]

HOIST CHECK

LEAKS MODULATOR BAND ADJ.
 YES NO OK NG OK NG
 TV CABLE THROT. LINK MAN. LINK
 OK NG OK NG OK NG
 TRANS. MT. VACUUM UNIV. JOINTS
 OK NG OK NG OK NG
 RT. AXLE LT. AXLE CV BOOT
 OK NG OK NG OK NG
 EXHAUST SYS. AXLE MOTOR PARTS
 OK NG OK NG OK NG

COMMENTS:

TOWED IN
 OK CLUTCH
 CHANGE TRANSMISSION
 TO 6SP.

PAN EXAMINATION

☐ CLEAN ☐ FRICTION MATERIAL
☐ WATER ☐ VARNISH
☐ BURNT ☐ METAL FILINGS
☐ FLUID ☐ (EXCESSIVE)

NO PROBLEM ☐ MINOR
☐ RESEAL ☐ INTERNAL

SVC. TECH

F144486

PARTS TOTAL

CERTIFICATION

This certifies that the transmission (or other automotive component) has been dismantled, reconditioned or rebuilt as necessary, all external and internal parts cleaned, all defective parts restored or replaced as needed with new, rebuilt or sound used parts and such machining or other procedures performed as necessary to place your transmission (or other automotive component) in sound working condition.

AUTHORIZED SIGNATURE

[Signature]
 BUILDER

BUILDER

INSTALLED

COMPLETION CERTIFICATE

I received the car specified above and a copy of this repair order.

CUSTOMER SIGNATURE

AUTHORIZATION

I HEREBY AUTHORIZE THE REPAIR WORK TO BE DONE ALONG WITH NECESSARY MATERIALS. DRIVELINE PERFORMANCE MAY OPERATE THIS VEHICLE FOR PURPOSES OF TESTING, INSPECTION AND DELIVERY AT MY RISK AN EXPRESSED MECHANIC'S WARRANTY OF

SIGNATURE

[Signature]
 AUTHORIZATION FOR SERVICE AND PRICE WAS RECEIVED

DATE

TIME

FROM

BY

BY PHONE

☐ I.D.

IN PERSON

☐

CUSTOMER RECEIVED OLD PARTS

CUSTOMER REFUSED OLD PARTS

WARRANTY

30 DAY ☐ 90 DAY ☐

6 MOS. ☐ OTHER ☒

ANNUAL SERV. DATE 1421200MILES
72000 + CLUTCH

Liability for this warranty is limited to this center only. See written warranty for details.

CASH ☐CHARGE ☐CHECK ☐FINANCE ☐

DESCRIPTION OF LABOR	AMOUNT	HRS.
RETR. TRANSMISSION	900.00	
CLUTCH PRESSURE PLATE + BEARING		
TOTAL LABOR	900.00	
TOTAL PARTS	1175.00	
SUB TOTAL	2075.00	
-THIS AMOUNT TO BE CREDITED		
AMOUNT	2675.00	
TAX	107.70	
TOTAL	2802.70	

DATE PROMISED [REDACTED] DATE OF DELIVERY [REDACTED]



CERTIFIED CHECKS ONLY

OF JOHN ETHRIDGE

I, John Ethridge, being the age of majority and of sound mind, do aver:

1. That I work at Wearmaster located at 3503 Rochester Road, Royal Oak MI, 48073; (248) 589-0800.
2. That I am a Master Mechanic, having achieved certification in 1993.
3. In my professional capacity, I regularly receive and review Technical Service Bulletins (TSB)—automotive manufacture issued bulletins addressing a recurring problem, advising mechanics of recommended step-by-step, illustrated corrective procedures, a list of the parts needed, the warranty status and the labor charge.
4. TSBs are a tool that automotive manufacturers engage in attempts to avert a federally-mandated recall.
5. In May of 2015, I reviewed a TSB regarding total transmission failure on the 2002 to 2010 Toyota Matrix.
6. I attempted to re-locate this TSB on or about June 18, 2015, and it is no longer listed. This is unusual and I do not know why a TSB would be taken down, especially so quickly.

FURTHER DEPONENT SAYETH NOT.

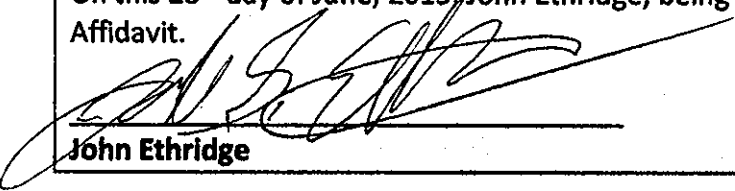
NOTARY BLOCK

State of Michigan)

ss

County of Oakland)

On this 23rd day of June, 2015, John Ethridge, being personally known to me, appeared to execute this Affidavit.


John Ethridge

2008

Posts: 1 January 2008

I just had the clutch in my '03 Matrix XRS replaced at only 70K miles. Some people tried to tell me this was reasonable???! Used to be a Toyota would run for over 100,000 miles before a major repair like this was necessary. At least that was the case with both my mother's '84 Camry and my father's '80 truck (both ran for almost 200,000 miles with only one clutch replacement and no transmission replacements). I called Toyota USA at 800-331-4331 and was told they haven't received enough complaints at this time to warrant any kind of notice or recall and that since I didn't have my repairs done at the dealership (because they wanted 2 - 3 times the money) they could not provide any kind of compensation to me. I'm ready for a class action suit! :mad:

Posts: 3 January 2008

Clutch life expectancy will depend on the driving style of the driver plus the type of driving you do (i.e., how often you use the clutch). In city driving you can expect less life expectancy for your clutch - similar to any wear item such as your brake pads and rotors. 70k miles is a good life expectancy for a clutch. If you exceed 100k miles you should be ecstatic. I have a 96 Tercel with 211k miles with the original clutch. The car has been used mainly on the highway for commuting - so it stays in 4th gear most of the time (it's a 4-speed manual). I still grin from ear to ear when I break 40 mpg at fill up.

Even the Toyota Platinum extended warranty doesn't cover clutch friction disc and pressure plate. So if you are that concerned with a clutch wearing out - then you should buy an automatic transmission. Automatic transmissions cost more (\$1000), get less mpg (about 3 in this car), are slower, and are no fun.

If you want to save more money - you could learn to change the clutch yourself. For example, you can replace your brake pads for about \$50, but a shop will charge you \$300. I have never heard of anyone filing for a class action suit for brake pads wearing out.

You need to have realistic expectations. Toyota cannot defy the laws of physics. For perspective, I was in the Toyota dealership recently and a woman was having the automatic transmission in her Sequoia replaced at 80k miles on her dime (likely didn't change fluid and filter regularly). So a clutch is a much lower expense than replacement of an automatic transmission. I hope your mileage has otherwise been trouble free in the Matrix. We just broke 500 miles on the car and love it!

Posts: 4 January 2008

OK, so after speaking with Toyota USA, the rep I was talking to said the best chance of making a recall happen for the crappy transmission issues is to file complaints with the National Highway Traffic Safety Administration. Toyota US does not accept complaints regarding mechanical failure after expiration of warranty, or so the guy told me. Lame.

I filed a complaint. If you purchased your Matrix in the US, and your tranny blew on you at ANY point, you should file a complaint too. Once the National Highway Traffic Safety Administration receives enough complaints, they'll begin an investigation. If enough proof of faulty transmissions is found, then they'll either ask or force Toyota US to issue a recall.

Here's the website: <http://www-odi.nhtsa.dot.gov/ivoq/index.cfm>

Posts: 202 February 2008

Hello, just got a 2008 matrix automatic. Has 80 miles on it now. When I put the car into reverse, I sometimes hear a slight rattle/metal pinging coming from the engine area. This is when I just start to release the break and the engine starts to idle a bit higher right before moving. I am not sure what this is or if I just need to break the engine in? Anyone have a clue. It comes and goes.

Posts: 202 February 2008

I noticed that the noise will come and go. It is hard to duplicate. It sounds like muffler is making the rattle noise. Coming from center area right before the muffler bends into the engine (I think). It will only happen when the car is in reverse, e break down, with the break pressed and rpms drop to below 1000. I looked at the engine mounts that are within sight and they all look fine. Is this just me or has anyone else had this when the car was going thru the break in period. I can not imagine it is tranny either.

February 2008

Like many others, I too have fallen victim to the manual transmission 03 Matrix.

I bought mine in Oakland, California in April 2003. At 65,300 miles, the transmission broke down due to bearing failure, preceded by the now-infamous grinding sound when in gear and letting off the gas.

Good news: dealer goodwill all parts, which totaled roughly \$2,000. Bad news: I paid for labor, which came to \$2,300. From what I can tell, based on how many other people have posted here regarding the same problem, I paid \$2,300 more than I should have. This is clearly a defect that Toyota is hoping to sweep under the rug, which is why I decided to add to the list of posts. Power in numbers.

Will I ever buy another Toyota? Only if I get compensated for what is clearly an unjust cost. As noted by others, every car manufacturer is entitled to its share of mistakes, but to not accept responsibility for them is completely unacceptable.

If Toyota follows through on its advertised promise of "Moving Forward", it will reimburse all costs to all Matrix owners. Short of this, I will forgo buying a Prius (my original intention) and buy Honda's soon-to-be released competitor hybrid. Toyota: wake up.

Posts: 1 February 2008

Unfortunately, I'm pretty sure I'm "in." I have about 73,000 on an '03 Matrix XRS, 6-speed. I've suspected something wrong with the clutch or transmission since I bought it (it had just enough miles on it to be considered "used"). It came with a "certified warranty." In other words I bought it from a dealer. I had a bunch of trouble with the dealer and stopped taking it there for service quite awhile back. I haven't had the problem officially diagnosed but am pretty sure that it's something with the clutch on it's last legs. Thanks for the info re: National Highway Traffic Safety Administration. Another Toyota? Not likely.

Posts: 1 March 2008

Yet another blown clutch on a too-young Matrix. This is a 2004 XRS with only 52,000 EASY miles. I am definitely filing a complaint with NHTSA and with Toyota USA. Not sure how I'm going to react if TUSA tells me they have no record of this being a common problem. :sick: :lemon:

Posts: 1 March 2008

You can add my 2004 Toyota Matrix to the list of manual transmissions that "went out." Yes, I had 120K miles on the car, but I'm told by certified Toyota mechanics that the transmission (with mostly highway miles) should

have lasted much longer. My mechanic has seen 2 bad transmissions now, one in a Corolla with only 45K miles. No more Toyotas for me.

Posts: 2 April 2008

My Matrix has 76K on it, which I bought used a little under a year ago. It's been making a squeaking noise every once in a while, but when I press the clutch in, it went away. And there were times it wouldn't do it for weeks. This week it got worse...quick. It's now making noise when the clutch IS pressed. And it definitely isn't the same noise. This is a horrible loud almost grinding noise, and it seems to shake when I try and drive in 1st gear. I just called the Toyota dealership in my area and they are going to look at it tomorrow. I'm afraid because I am a girl, they are going to try and take advantage of me. If this is a common problem with the 03 Matrix, I need to make sure I go about this the right way. I definitely do not have thousands of \$\$ to be putting into a car I'm still making payments on...especially being a single mom. Can someone give me some advice on what to do??

Posts: 5 April 2008

It is more than likely your transmission. Print some off this forum and go in loaded with information. Once they say transmission, Tell them you KNOW the transmissions have faulty bearings. Hopefully they will show some compassion and give you a break. Toyota isn't owing up to this and I've replaced 2 transmissions in the last year. Good luck !!!

Posts: 3 April 2008

Burn it or have it stolen

Posts: 2 April 2008

On Christmas 'eve 2007, my family(myself, my husband and our 7mos old child) was traveling from Walnut Cove to Statesville, NC to visit our son's grandparents. It's an easy 81 mile trip we make frequently to spend holidays with family. We were driving our newly purchased '03 Pontiac Vibe with approximately 85k miles on the vehicle. On this day nearly 3/4ths into our trip, we were traveling at a steady 70 miles per hour when my husband, who was driving, asked if I heard "that noise"? That noise being a high-pitched whining sound. Before I could answer, a loud and heavy popping sound, followed by a violent rattling, clunking sound could be both heard and felt underneath us. We quickly pulled over to the emergency lane of Interstate-40 and attempted to see what had happened. My husband could see nothing wrong under the car or beneath the hood and attempts to move the car forward met with the worst grinding, clunky sound you could imagine. We had no choice but to call for a wrecker and wait for help. It was an awful feeling being stranded on the side of I-40 in holiday traffic with your newborn baby. After 30-40 minutes the wrecker came for us, towed our car to their garage and on Christmas day presented us with a 2000.00 estimate for repairing our transmission. The transmission was removed and taken to Cortran Inc. a specialist in rebuilding manual transmissions, where it was inspected, revealing a failure in the rear pinion shaft bearing which caused the 5th gear sets to break several teeth.

The transmission was rebuilt and re-installed only to find that the 5th gear set sent by Toyota was defective and would need to be replaced. The second set of gears arrived and was installed. We were told that we could pick up our car. After a couple of days my husband drove the car and noticed that 4th and 5th gears were nearly the same. After much head scratching and a couple of calls to the repair-shop, it was discovered that Toyota had sent the 5th gear set from a 6 speed manual transmission not a 5 speed. Apparently the tech hadn't

caught the lack of a difference in rpms during his test-drive. Back to the repair shop. It has been an exercise in patience.

We purchased this car because of our needs as parents for a safe, reliable, functional vehicle. Through combined research and experience my husband and I decided on this American Pontiac brand because of it's design and it's use of the time tested, well proven reliable Toyota engine and transmission. We chose a manual transmission because of fuel efficiency and again, the proven reliability of a Toyota 5-speed transmission. We felt secure purchasing this used automobile because of its low mileage, quality construction and proven drive-train, its clean Carfax report and because it's a smart, roomy car.

After the breakdown, we began researching the transmission failure and found that there are MANY complaints on various internet auto forums which mirror our failure. The transmission failure occurred in both the Pontiac Vibe and also it's sister car the Toyota Matrix at various points around 100k miles. The culprit each time is a failure in rear pinion shaft bearing, usually giving no warning before its failure usually damaging some of the gears as it spins apart.

As per advice from our NC State Attorneys office, we have filed a formal complaint with the NC State Highway Patrol and are gathering interested participants in an inquiry to have the many failures examined for possible future recall. We feel that there is a safety risk with the defective transmission bearing and consider ourselves lucky to have not been injured in the incident. We are seeking compensation for the 1927.00 incurred in repair expenses only and believe there is precedence for such a request. We are not seeking lost wages or pain and suffering or anything other than what's right and fair. teresa blackburn :mad:

Posts: 20 April 2008

so you have had to replace the matrix transmission twice? or just two different toyotas? I had mine rebuilt and am nervous that maybe it may go out again. It was covered under the extended warranty the first time, but I don't want to pay for it if it goes out again. I am hoping they used the updated bearing when they rebuilt it

Posts: 28 April 2008

As mentioned many times, the transmission is exactly the same crap as the previous one that fell apart. They cannot change to a newer version without changing the entire engine.

Posts: 28 April 2008

You haven't read the posts clearly enough. The bad trans is in the 2003-04 models only.

Posts: 2 April 2008

An update on my XRS...I took it into the dealership and they told me they *think* it's the throwout bearing, and that nothing is wrong with the transmission, but they don't know for sure until they put the news parts in. They told me they were helping me out on parts and labor, but it was still going to cost me \$700. That was just the bearing. So, I was going to have a friend who is a toyota tech do the work. He plans on putting a new clutch, plate, bearing and all seals in there since the tranny will be dropped. The problem is? The plate's on NATIONAL back order until at least the 17th. Unbelievable. How can Toyota claim they have no record of these problems when the entire nation is having problems getting these parts??

Posts: 2 April 2008

When I had to have the electronic passenger window repaired after only 2 1/2 months I thought, OK, it's minor. When the catalytic converter cracked at 70K miles I thought WHEW it's still under warranty. After being told by the dealership that it was a fairly common problem with the Matrix, I resigned myself to paying the \$232.00 cost of replacing the heat shields on the converter and the exhaust and made an appointment for this morning to have the work done. A half mile from the dealership the car "snagged" hard while I was exiting the interstate, I was able to down shift to 4th, 3rd, then slowed enough to go into 1st as I waited for a traffic signal to change. Once it turned green I went nowhere. Couldn't get into neutral, TOTAL lockup! End result.....the dealership called a few hours after my mighty Matrix was towed in and told me there had been, in the service mgrs own words, "a catastrophic occurance". The transmission was in peices. Estimate to repair the catastrophic occurance? \$3,149.00!!!! This is the 6th Toyota I've purchased for either myself or my kids.....one Corolla, one Celica, three Camrys, and now my mighty M. All were purchased because of the long standing reputation for safety and dependability. What happened? My Matrix is just NOT the caliber of Toyota I've come to know and expect. Has anyone else encountered so many problems with their Matrixes? Has anyone gained any financial assistance from Toyota? And, yes, the windows are going to have to be repaired again.....thank heaven for the recall! :sick:

Posts: 1 April 2008

my 2003 matrix was making horrible noise, and went out I have less than 90,000 miles. I just got an estimate of 3700

Posts: 20 April 2008

I think you misunderstood my question. As I understand it, the problem with the transmission was the bearings, and Toyota has since come out with an updated bearing kit. So, if we got our transmissions fixed, and they put the new bearings in, then it shouldn't fail again.

I was wondering if your transmission has actually failed twice.

Posts: 2 May 2008

How do these come off? Do I need a special tool?

When I ordered the EBC replacement rotors they do not appear to be the same are the 4WD rotors different than the 2WD version?

Posts: 1 May 2008

My 03 Matrix XR has a blown manual transmission at 63k miles (after only 6 months and 11 thousand miles after purchasing the car). Toyota didn't offer any help (even though it failed at only 3k beyond the power train warranty).

Now I must decide how to repair. How can I find the best deal on a used or rebuilt transmission? Is there a website that has good transmission deals? I am concerned about finding a good price but also one that comes with a good warranty as well. Any ideas? thanks

SF Bay Area Posts: 12,695 May 2008

You could try a recycler like this one: <http://www.taprecycling.com/inv-toyota/matrix.htm>

If you can find a recent model car that was crashed, chances are very good that the transmission will be fine,

and it's your cheapest price for sure. Of course, it's also not warrantied like a rebuild would be.

2013 Civic SI, 2009 Outback Sport 5-spd (stick)

Posts: 2 May 2008

a used transmission is likely to have the same faulty bearing that has caused this ever growing thread. our used vibe's tranny main bearing failed at 85k taking 5th gear set with it...we came out just under 2 grand for a rebuild with only 6 mos warranty with new tranny parts. find my original post for all the gory details.

Posts: 1 May 2008

Man, I wish I would have found this forum sooner! I bought my 2004 Toyota Matrix XR back in 2003 brand new. I have been the only owner and only driver. I have an Automatic transmission. Back around 55,000 miles, my transmission started catching between 1st and 2nd gear. It was almost like it would stick between gears, shift hard and then any gears after that were fine when shifting. I took my car to the Toyota dealership and complained of the shifting/transmission issues. They said my transmission fluid was "dirty" and they flushed the fluid and gave it back to me. 1 week later I was driving home from work on Interstate 95 in 5 o'clock rush hour when my transmission completely went up. It locked up, hitting the gas pedal would do nothing except rev my engine. Shifting between gears made no difference. Had to get a tow to the Toyota dealer. This time they put in what they referred to as a "brand new transmission". I was under 60K miles and therefore still under warranty so no charges incurred. A few weeks later I was at a drive thru window when I heard a very loud noise under my hood. Took the Matrix back to Toyota dealer only for them to tell me that I had a bad bearing in my engine and they had to completely rebuild my engine. Still under 60K though and I was still under warranty. 1 year and 5 months later (2 days ago) I was driving home from work in rush hour again when my car just wouldn't shift again. I had to drive all the way home at 30 miles an hour revving out at 5,000 RPM's. Relying alot on my coasting of having an automatic and the grace of God to get me home. I made it to my condo parking lot before it burned. But it burned before I pulled into a spot. My husband had to push me in. Got another tow to the dealer. Now they are saying something "exploded" inside my transmission. I got an extended 1 year warranty when the transmission was replaced back in December of '06. 5 months out of the warranty and my tranny blew FOR A SECOND TIME. I have been fighting with the :mad: dealer for days about this!! Ahhhhhh! I too have owned Toyota's in the past and I have never had a single issue until I bought my Matrix XR

Posts: 3 May 2008

2003 Matrix XR 5 speed

The output bearing is going, at the 95,000 km mark I asked the dealer to check the noise in the transmission and the fluid level, they said nothing was wrong. Now at 130,000 km the noise is very very loud. I found this forum and starting asking the dealer questions, the parts guy admits there are alot of failures but the services guy act like they've never heard of it.

I'm in Fredericton, NB, Canada

Tried phoning around for used trannies but the yards say, yup very familiar with this problem, sorry all our vibe, corolla and matrix trannies are sold out.

The dealer wants 600\$ for the parts alone and no returns on unused pieces.

I found one used tranny a distance away but its about the same milage as mine, no guarrantee the bearing has been done. Anyone have the updated bearing number? Anyone have an aftermarket cross number? I'm going to call the Toyota line this afternoon but I doubt I'll get anywhere.

Sure wish I had bought the 1999 Tacoma that was next to it for the same price, would have 20,000\$ in hand to spend instead.

Posts: 2 May 2008

My advice, sell it fast. If not, get that bearing changed before it blows apart. Funny that Fredericton Toyota doesn't admit problems. I had my Matrix transmission replaced there in Oct/07. There's an older guy at the desk, can't remember his name, he must be the manager. Tell him that you know for a fact that a Ms Laurinoli had a tranny replaced there, only 60% paid for by Toyota. Cost me \$2000. He seemed to be fully aware of the bearing problem because the first question he asked was if my car had sat unused for awhile, which it had for 2mths. The bearing seized up and didn't have proper oil apparently. I thought Toyota released a bearing upgrade package or something?? Someone on here said that.

Posts: 1 May 2008

Add my 2003 Matrix to the long list of trans problems. I am just over the 5 year/60k mile warranty. I had the previously described grinding noises and the dealer just quoted me \$3,200 to fix. When I told him about this forum, he looked it up on the Toyota website and said they show no problems. He said this sort of half-heartedly as if this is just the company line. We have had a long history of good relationship with our dealer and he is currently looking into doing something for us with the goodwill program. I'm hoping he comes through for us. Other than this problem, the matrix has been a perfect car for me.

Posts: 3 May 2008

I wish I could sell, no one would buy a car with a bearing noise that loud. I'll look into it but I doubt they will help since they didn't sell me the car and the warrantee is up. Can't believe Toyota won't admit there is a problem!

Posts: 2 June 2008

Hi All, man I bought my toyota matrix from a coworker. In mint condition. 1 year later, I hear a spuddering or rattling sound everytime I press the gas after shifting. My heart dropped and knew it couldn't be anything simple to fix. After reading this blog I am so blown away from all this. I've had 3 toyotas in my past life and thought for sure this was going to last me a good while. I was wrong. I need either a new transmission or a rebuilt transmission. It is a bearing failure. Oh and throwing in extra cost for replacing the clutch, the price is very costly! Yeah I have over 60,000 miles on mine. I was shocked, now I'm shaking my head. BTW, Honda had a law suit against them for transmission failure between 1999-2001 or 2002.. I guess it could happen to even the most reliable vehicles!

Posts: 1 June 2008

It all started with service at a Toyota dealership 7 months ago.

3 days after the service (\$300 overall check of the vehicle) the engine seized-apparently the radiator drained instantly with no warning. "We've never seen anything like this happen before on a Matrix"

4 days after the engine was replaced the transmission seized-apparently this was related to the engine failure.

"We never see transmissions go on these vehicles."

Replaced with a used transmission by the same dealership. "We'll put in a used one for you, as we never see problems with these transmissions."

6 months later I hear a strange grinding noise. Told that my transmission needs to be replaced. "Sorry the used transmission only had 3 month warranty, we can't help you out. We never see any problems with these transmissions though. Just bad luck I guess."

Have now battled it out with the dealership and Toyota Canada. Neither of which will admit to any problem or wrong-doing. Write it off to really bad luck I guess...It was such a good car until that fateful service. Very disappointing.

Last bit of advice from the dealership "Vehicles do not become more valuable as they get older, or increase in value as their mileage increases, the cost of maintenance starts to sky-rocket and reliability and safety decreases. The point is the longer you keep your vehicle, the more it will start to cost you due to wear and tear." Thank you to Peace Arch Toyota in Vancouver, BC for the mind-blowing advice!

Posts: 11 June 2008

I am just experiencing the same problems. It is not acceptable for Toyota to have an issue with their manufacturing and not deal with it. I have just sent a link of this thread to Toyota Canada and my Local Dealership - Jim Pattison Toyota North Shore. They can't say its a one off problem.

A recall must be started. To do this everyone must send an email or letter to the Ministry of Transportation. The link to his contact page is here - <http://www.tc.gc.ca/minister/contact.htm>.

Everyone also needs to send a link of this thread to Toyota Canada and their local dealership. Toyota prides itself on reliability and low maintenance costs - we for us it was a lie. They are tarnishing their image and word of mouth.

This is not a one off issue. This is Toyota have a known manufacturing issue and not being responsible for it. Good luck everyone.

Posts: 28 June 2008

While you're at it, all Canadians write to W5 at CTV. Might not be a big enough story for them, but worth a try. They love car scams. I wrote them a letter but haven't heard back. Wonder what consumer reports' used car guide has for reliability for the 2003-04 Matrix? Should be zero.

Posts: 11 June 2008

I will call them, email them and write them a letter. For a good laugh, here is the response I just got from Toyota Canada regarding the my transmission:

"Toyota Canada Inc. is not aware of any common concerns with the transmission on the Toyota Matrix. However, we suggest discussing this directly with the Service Manager at your Toyota dealership. They would be in the best position to advise you in this regard."

Poor dealers having to lie on behalf of Toyota Inc not taking responsibility.

Lets all chant together "Buy a Honda, Buy A Honda, Buy a Honda, Buy a Honda"

When I get my car fixed, I am going to put a info sheet on both windows as well as stick notes on other Matrix Cars, telling the world what Toyota is doing. Bye Bye Reputation! We should all do that!

Posts: 28 June 2008

I've been tempted to leave notes on every Matrix I see, but haven't had the time. I emailed Toyota dealers in Halifax, Dartmouth, Fredericton and Saint John as well as Toyota Canada.

Posts: 11 June 2008

Just so everyone knows the president and CEO of Toyota Canada is named Kenji Tomikawa.

I am trying to search for an email address or phone number. If anyone can assist, then post what they find on this blog, it would be appreciated.

Also another problem.....

Since Toyota will not admit there is a problem, then there is no sure fix. If you purchase a replacement part for your transmission from Toyota, it will blow again. If you purchase a used transmission from the wrecker (if you can find one, because I just called everyone in Greater Vancouver and they are all gone as its a hot item), it will blow again as this is a manufacturing problem.

Luckily my brother-in-law who is a Honda mechanic is getting a new custom main bearing made for me and doing the work for free. I'll just pay for the parts. So I am luckily. But Toyota is wrong and I will not purchase from them again.

Until Toyota admits there is a problem, there is no fix. So to those that have fixed their transmissions already, you also need to keep up the pressure as your transmission will blow again - sorry.

Posts: 13 June 2008

No custom bearing is needed. There is a updated kit. The problem is a defective main bearing from Japan. Not sure where the revised kit bearing comes from. My personal opinion is that Toyota will not do anything. The 5 speed transmission is probably only 10-15% of all of the Toyota Matrix on the road. I have heard of some going up to 200K before failure. As it only affects a very limited sub set of customers and most bearings are lasting at least 100K km's I think we are all screwed. If the automatic transmission was failing you could be almost certain that there would be a recall.

Keep in mind that this is the same Toyota that for years did not admit to the sludge problem in their 4 bangers. The dealers were trained to say that it was normal just as the dealers are trained to say that our 5 speeds wear out and that they have never seen the premature failure before!

It sucks but it is fixed in the 2005 on. Lesson learned that first gen cars always have more potential for problems until they work out the bugs. Usually in the second or third year of a brand new car.

Posts: 9 June 2008

Alright, I have have heard enough!! I have been on this website for over a year listening to all the complaints about the Toyota Matrix between 2003 - 2005. Is anybody willing to do anything about it???? I go to Japan every year and I can tell you that if the President's of Toyota in Japan knew what was happening in Canada they would be totally ashamed of what is happening. DO YOU KNOW THAT THE MATRIX IS BUILT IN CANADA AND USA? I have a Matrix 2004 XRS manual transmission and had to have the clutch replaced at 113,000, I am waiting for the transmission to go. If YOU ARE SERIOUS ABOUT MAKING SOMETHING HAPPEN THEN I NEED YOUR VIN NUMBER ON YOUR CAR, YEAR, AND CONTACT INFORMATION. I will definitely contact W5 and get this process started. I have been a committed Toyota user for over 20 years and have never had such a lemon as the car I am driving now - 2004 XRS Matrix 6 Speed. STOP COMPLAINING AND MAKE SOMETHING HAPPEN... I went to a Toyota dealer in the lower mainland who fully admitted that there was a problem with the Matrix between 2003 - 2005 because of the gear ratio and transmission. MY DAD IS A MECHANIC AND AGREES WITH THIS! When I logged onto this website there was only 8 pages...now there are 162....LET'S GET THINGS MOVING! PLEASE RESPOND TO THIS AND I WILL GIVE YOU CONTACT INFORMATION....MATRIX RELOADED

Posts: 28 June 2008

Not sure how to contact you directly, but since I sold this car, I don't mind putting the VIN on here.:
2T1KR32E33C [REDACTED]
2003 Matrix Base Indigo blue purchased May 2002.
Only became available Feb'02 so mine was in one of the earliest batches of cars.

My 1986 Corolla was way better than this piece of crap and had 230,000km on it when I sold it. Hence the reason I bought another Toyota! I like my Honda Fit, but it's kind of small and I don't appreciate a new car payment again after just paying off the last lemon.

I did email W5, but the more people who do the better. I tried w-five@ctv.ca

I'd still love to get my \$2000 back from the repair job. Sold it 2mths after I fixed it so I could get a reasonable amount of cash for a down payment for a new one rather than waiting for re-failure.

Posts: 11 June 2008

Hey, Thanks for your help. Here is what I have now done.

1. Wrote a letter to W5
2. Wrote a letter to the Ministry of Transportation who is responsible for Vehicle recalls.
3. Wrote a letter to Toyota Canada
4. Went to my local dealer whom I bought the car from and complained to the service manager (whom, without outright admitting there is a problem, said there is one and that the new bearing will not explode).
5. Sent a link for the blog to Toyota Canada and my dealer.

I think your idea of complaining directly to Japan would be awesome. Also, I have been trying to get a lawyer who would be willing to take this to a class action level. I will keep trying.

I dont want to post my details on a blog, so please email me at [REDACTED] and I will follow up.
Thanks

Posts: 2 June 2008

I own a 03 Matrix XRS "AUTOMATIC!" and it currently has 67,000miles. I purchased the car summer of 04 as a "CERTIFIED" pre-owned with just over 8,000 miles. The car has been making a "GRINDING" sound like it is stuck between gears and it is getting louder and louder to the point "my teenage boys hate seating in the back seat." The noise is worst when I'm on the highway "loudest between 55mph and 70mph." I had taken the car for new tires at SEARS where the mechanic took the car for a test drive and confirmed the bearing on the car needed to be addressed. I'm will be scheduling an appointment with the dealership this week in hopes this will not turned in to a nightmare. will post outcome.

Posts: 8 June 2008

there is a court case going on in in toronto against toyota canada as regards transmission failure
toronto provincial courthouse, 347 sheppard avenue east, toronto ontario canada, 10.00am July 11, 2008, third floor . i am not sure of the room number its probably 304 but if i am wrong try room 301. might help your cause

Posts: 2 June 2008

I wrote around 2 to 3 wks back about my 2004 XR Matrix 5spd. I wrote that the transmissions going out due to a faulty bearing. I stopped driving it immediately. Was taking the bus, bumming rides, and always was on other peoples time. I bought the matrix off of a coworker and I came to find out she had an extended warranty on it. My mileage was at 61,0000. I first found out through my mechanic, then i took it to a transmission shop, lastely upon finding out my coworker had an extended warranty that she did not disclosed a year ago... I took it to the dealership. They replaced a brand new transmission free under warranty. It was to easy! I felt truly blessed! Lets hope that this baby lasts!! Also, the dealership has a goodwill program. The customer service and finance department folks are nuckleheads and do not know about what they can and can't do. Climb the chain.. be determine. Get your Matrix fixed. Be Strong!!

Posts: 8 June 2008

i have posted info on entry 167 and nobody has reacted stop complaining and do something about the problem here is a court hearing about problem you are having TAKE NOTICE OF THIS TRIAL

Posts: 28 June 2008

Any idea who the law firm is? I'll be in TO this weekend and could sign paperwork in person if they want more people on the case, though I bet their office won't be open. I'd gladly sign onto the cause, I just can't be there July 11. Or is there a court website where I can look up the info?
Thanks.

Posts: 5 June 2008

hey, I haven't posted in a long time mine went out a few years back and my original post is #17!! of this ever growing thread. Anyway, the court case caught my attention and I think we should find out more about it. from some googling, there is a courthouse at 47 sheppard ave east in toronto phone number for their small claims is 416-326-3554

Posts: 8 June 2008 thank you for correcting the address its 47 sheppard ave east and its the third floor

Posts: 1 June 2008

I bought my 2005 Matrix with an AUTOMATIC transmission and only 45,000 miles on it on June 9th. It's back at the dealer for the 3rd time in 2 weeks. The first 2 fixes didn't work, so now they're putting in a 'brand new transmission'. I'm just sick over this. This is the newest and most expensive car I've ever purchased, and I've NEVER had these kinds of problems with my Hondas or other Toyotas, even when they had 195,000 miles on them! Although I live in Ohio, I'm going to follow this court case and I'm going to send my info to Matrix Reloaded as soon as I get the car back (the vin# is in my dash). Wish I would have done more thorough research first. I live by Consumer Reports, and they aren't showing any of these problems.

Posts: 11 June 2008

Awesosome on the Court Case!!!! Tell me more about the Court Case. I am in Vancouver, BC, so I cant make it. Update on my car. Its fixed!!!! Yes!! And its running just like new.

Thankfully my brother in law is a mechanic and did all the labour for Free! I bought him a gift card, beer, pool game etc, etc.

It was the main bearing just like everyone else. And we determined that the fifth gear is not broken by the bearing, but by when toyota pulls the gear off to get at the bearing. Interesting. The bearing only costs \$50!!! Its all labour, so dont believe the dealer when they say its \$600 parts - they are lying. Call up your local dealer and ask what the price of the main bearing is and they will say \$50!!!!

By the way, someone at toyota did say that the new bearing will not blow like the last one. Unfortunately, we will not get him on record, but the good news is once it is fixed, your done.

I am also looking out for other matrix owners and when I see them I tell them about this site.
Way to go on the court case keep it up.

Posts: 8 June 2008

 The bearing on the fifth gear is failing and will keep failing. The transmission code on the 5sp is C59. Check inside of the drivers door where it tells the date your car was made. C59 refers to the transmission used in the car. And by the way it is the same transmission code used from 2002 to the brand new 2009. So they have not redesigned this transmission. The expert witness said that it will keep failing. I have replaced this trans 7 times. I have approx 535000kms on the car. I have no complaints with the rest of the car. Just the transmission. Basically this is a slam dunk case. Toyota on the other hand is trying anything to get off. That is obvious. Good luck to them. But we will keep pursuing till the end.

Posts: 8 June 2008

If you could get W5 to the court house on July 11 then that would be best. It is at the toronto small claims court July 11 10 am 47 sheppard ave. east toronto 3rd floor . Any media would be good. The people need to know what is going on.

Posts: 20 July 2008

You replaced it seven times? Why would you keep doing that? That would be crazy! Did you keep putting in another transmission, or did you rebuild it?

And secondly that bearing is in a different compartment they told me and that lubrication is minimal to this bearing causing it to pit etc. Because there is plate between that bearing and the rest of the transmission. He told m there is no upgrade bearing out there. Have to use the original equipment only. That is why it keeps failing. Only way to fix this transmission is a redesign!!!! That would cost millions since you may have to recast alot things , redesign the end part of the transmission where the fifth gear sits with this bearing. I learnt of this recently from the experts.

It does make sense! I hope the 2005 model and onward were all redesigned! :surprise:

The first front wheel drive claimed that the coolant was good for 100,000 miles. It wasn't as they all the auto makers acknowledge now. It ate through the freeze plugs, water pump, radiator, and anything it came in contact with. True that here in Texas the heat takes a toll on cars. Then the motor mounts gave way and took out the power steering. Both front windows had their motors replaced. The brake lines justed busted one day. The AC quit twice. This was anything but cheap to keep, unlike my prior Toyota's (79 Celica/82 Supra). I had more in repairs than the sale price of the car new and it was a disappointment in ride comfort/performance.

No disrespect intended but I just had to google it. Old people forget alot. And your right.

I know this is way off topic. However, I have a 2002 Z28 which is fast over, 300 horse power. The way they measured HP then as to today is different. They use it as a steroid to sell cars today and prior they tried to hush it down so the car would be insurable.

PLEASE READ. THIS IS A BLOG FOR MATRIX TRANSMISSIONS NOT A BLOG FOR TOYOTA CAMRY OR HOW BAD TOYOTA CARS ARE NOW!!!

[illegible]

Posts: 11 July 2008

How did the court case go???

Posts: 2 July 2008

Okay, so i scheduled my appointment for the dealership to take a look at my bearing issue, and so they did. Results: Right rear bearing along with Hub needs to be replaced, everything else looks fine. It took them 5 hours to do the job of replacing the parts. Total cost \$410.29, only paid \$50 for out of pocket based on my extended "CERTIFIED" warranty. No more "LOUD SOUND" car is running smooth. The dealer was great dealing with the situation, they also provided me with a loaner during repairs. I hope this is the end of my problems! I'm very happy with the outcome. :shades:

Posts: 20 July 2008

Wow, they must have worked on them a bunch before. I have never heard of it being so cheap. Most of the time, they have to tear into the whole transmission.

Posts: 11 July 2008

Ummm.....The reason that it was so cheap was because they fixed your WHEEL bearing, not the main bearing INSIDE the TRANSMISSION. Book time to remove the transmission is 6 hour, plus another book time of 6 hours to put it back on, plus a book time of 18 hours to rebuild.
Lots of bearings on car, fortunately, your problem was the wheel hub not your transmission.

Posts: 4 July 2008

Add me to the list of failed transmission. My 5 speed 03 went out at 72,000miles. Had the same noise issue as every one else. Took it into the dealer and told me not to worry. Had the transmission fluid flushed 2 weeks prior. Waht can we do to hold toyota responsible?

Posts: 28 July 2008

Still heard nothing more on this so called court hearing. Any chance at all of me ever getting my \$2000 back?!! Does anyone else get angry every time they see the new commercials for the '09 Matrix at the movie theatres?! I used to love the old ads because I was so proud of my Matrix. Hate the piece of crap bloody things now. Still pissed that I'm paying \$350 a month for a new car when I already had one that should have lasted 15y+. So few people actually have '03-04 5spds compared to the total number of cars that Toyota sells that it doesn't matter what we do. No one cares.

Posts: 4 July 2008

My 03 5 speed just went out at 72000 miles. I can not give you the vin number as the car is stranded 5 hours away at some small town garage awaiting it's used new transmission. What can we do?

Posts: 1 July 2008

my 03 5 speed @80k is garbage.....toyota is just a name that is way upthere for what it really is.....people lets do something about this and let "toy"ota to make real cars not toys.

Posts: 117 July 2008

I've almost always bought cars in the last year or two of a generational run, when the bugs are worked out. My

'81, '85 and '88 Accords were all fine, trouble free machines. The '88 still functions as my second car at 217K miles. I bought an '06 Matrix 5-speed in April '07. It didn't have the wheel alignment problem and I'll keep my fingers crossed for the tranny.

Posts: 28 July 2008

Fine and dandy plan... but were you shopping for a small station wagon or hatch in 2002 in Canada? I'm thinking not because the options were Protege, Focus, Impreza, Golf or new Matrix/Vibe. The choice was obvious at the time since I couldn't afford a Subaru. The Matrix was supposed to be a Corolla wagon. Corolla's have been around forever without problems, so I assumed Matrix had the same stuff under the hood. My new Honda Fit is small, but at least it works and is not the first year model! Mom and brother had 16y old Hondas with zero problems. I will never buy another Toyota.

Posts: 117 July 2008

"were you shopping for a small station wagon or hatch in 2002 in Canada?"

First, I never buy brand new cars. I aim for used ones ~3 years old. That would have opened more options. VW's would be out because they're not reliable. I'd have to look at the details from back then, but a '99-'02 Accord or Camry wagon would have been my starting point. I would have bought an Accord or Camry wagon last year if they still made them. The Matrix is a little smaller than my ideal. I maybe would have got a CRV or RAV4 if they weren't so thirsty and had the stupid tire on the back. And the new CRV? No stick shift? Bo-oh-gus!

Anyway, my '06 Matrix had 8200 miles on it when I got it; newer and smaller than my new-old car target, but I still managed to pay for it with cash.

Posts: 11 July 2008

Here is a reply I got from the Minister of Transportation's Office.

Please read and EVERYONE call the number!!

By the way a seized transmission at high speed will cause a car to loss control.....

Thank you for your correspondence of June 12, 2008, to the Honourable Lawrence Cannon, Minister of Transport, Infrastructure and Communities, regarding transmission problems with your Toyota Matrix. The Minister has asked me to reply on his behalf.

At the outset, please be assured that Transport Canada's top priorities are safety and security. As such, the department establishes motor vehicle safety standards and enforces the Motor Vehicle Safety Act (MVSA). Section 10 of the MVSA requires a manufacturer or importer, upon discovering a defect in the design, construction or functioning of a vehicle or equipment that may affect the safety of any person, to notify the Minister of Transport and all affected vehicle or equipment owners.

The Vehicle Defects and Recalls section of Transport Canada's website offers more information about the process by which potential defects are assessed by the Defects Investigation and Recalls Division.

With respect to your complaint, you may telephone a Defect Investigator at 1-800-333-0510 on weekdays between the hours of 8 a.m. and 4 p.m. Eastern Daylight Time. The investigator will require the 17-digit Vehicle Identification Number of your Toyota Matrix. You may also file a complaint online via the Public Complaint Form.

I should mention that Transport Canada only has jurisdiction over safety issues. This being the case, matters involving financial disputes regarding dealer or manufacturer warranties are not covered by the MVSA and therefore cannot be addressed by the department.

I trust that the foregoing will be of assistance. Again, thank you for writing.

Yours truly, Andrew Walasek, Senior Special Assistant

[REDACTED] Posts: 4 July 2008

Thanks for the work. I live in the USA but my matrix was made in the Canada so i'll be calling the number. My transmission went out whilst doing 55 mph and I felt the front of the car was going to rip off the frame. It scared me. To top it off I had my wife, her friend and most importantly my 3 year old in the car at the time. Let collectively make Toyota own up.

[REDACTED] SF Bay Area Posts: 12,695 July 2008

If you are in the USA and your car was first sold for use in the U.S., then you don't call Canada. You contact NHTSA instead. The website for reporting problems is below

<http://www-odi.nhtsa.dot.gov/ivoq/index.cfm>

2013 Civic SI, 2009 Outback Sport 5-spd (stick)

[REDACTED] Posts: 1 July 2008

No response... because he lost and has to pay toyota

[REDACTED] Posts: 4 July 2008

Thanks. Just got my car back from the shop \$2,400 later.

[REDACTED] Posts: 2 July 2008

Yesterday I started my 2005 Matrix and the check engine light was on. When I drove it the speedometer did not move-it was stuck at 0. Car ran fine though. This morning when I turned the car on the speedometer jumped up to 80. When I drove it the speedometer was all over the place-not reflecting the speed I was going. Then the car would rev up when I pushed on the accelerator but would not move much. It's really weird. I took it in to the dealer this morning and they seemed very perplexed when I described the issue to them. They are currently looking at it now. Has anyone every heard of a car doing this? It seems that there is some sort of disconnect between the speedometer and the accelerator.

[REDACTED] Posts: 2 July 2008

Okay the dealer just called me back. Rodent damage. Apparently squirrels crawled into the engine and chewed away the wire in 2 locations. The one they were able to repair but the other goes to the oxygen sensor and the

entire unit has to be replaced. You can do all the preventative maintenance in the world, be prepared for as much as you can and then something like this happens. Fun fun.

Posts: 3 July 2008

My 03 transmission bearing had failed as was on its way to taking out the rest of the transmission. I bought a low mileage 2006 transmission out of a smashed Corolla and its been good so far.

It took me and my brother in law about 8 hours to swap the old one out and the new one in. He had got a hold of the instructions that skip the factory method so you don't drop the rack or cradle.

I was gonna replace the clutch at the same time but it looked in good shape.

SF Bay Area Posts: 12,695 July 2008

I was gonna replace the clutch at the same time but it looked in good shape.

You might regret that later. So much easier to do with the tranny already out, the whole clutch kit would have been less than \$100.

2013 Civic Si, 2009 Outback Sport 5-spd (stick)

Posts: 1 July 2008

Our son called us 2 nights ago from Oregon. Stuck on the side of I-5. At the time he is sure his transmission is shot (He has a 2003 Matrix manual trans.) For the heck of it I jump on the web and plug in 2003 Matrix tranny problems. I was shocked!! I got way too many immediate returns! Our son calls us the next day - He bought the extended warranty (100,000 miles) Believe it or not **he was only 1600 miles over the warranty** when the transmission went. NO coverage! It will cost \$3300 for a new tranny and clutch. Our son is a poor college graduate who thought he bought a reliable used car. We all incensed!! I plan on writing Toyota - does anyone know how to proceed? I have read something about a "goodwill" program? Can someone advise? What will it take for a class action suit to become a reality? How do these people go to bed at night and look at themselves in the mirror? Rob from Connecticut

Posts: 20 July 2008

Hey, I just read your post. I live in Tacoma, WA and when mine went out, I took it to SeaTac Transmission, in Seatac, WA. They are a VERY good shop, and it was only \$1,800 (which is still a TON!)

The rebuilt it, so I am hoping they put better parts in it....

Just an FYI for you. It might be able to be done cheaper than \$3,300.

Posts: 3 August 2008

I just went through the tribulations with my 2003 Matrix XR 5-speed. Here's what happened. You may have recourse for at least some good will, esp. if you have had the car regularly serviced by Toyota, and even if you are out of the warranty period.

My experience was very much like that of the other good people who reported on this thread. About three weeks or so ago I heard a tapping sound from the front of the car, primarily in 4th and 5th gears. I went through the usual suspects. Valve tap? No, can't hear it under the hood at idle or under acceleration at low gears. Hole

in exhaust? No, can't hear it outside of car. Water pump? No. So I took it to my local Toyota dealer where I get service regularly. After one day (\$75 + tax) of diagnosis, here's the quote on the receipt:

"...ROAD TESTED VEHICLE. NOISE HEARD FROM TRANSMISSION, HEARD IN ALL GEARS BUT LOADEST (sic) IN 5TH GEAR, DIFFERENTIAL OR 5TH GEAR IS ABOUT TO COME APART, REC REBUILT TOYOTA TRANSMISSION AND REPLACING CLUTCH WHILE APART \$3506.99 "

Oh, really? It's about to come apart?? That's \$3506.99?? (I loved the \$6.99). I have to replace the transmission at 87,000 miles??! Needless to say I was not happy. That's when I found this forum, thanks to my boss. Lots of people reported the same problem, 2002-3 Matrix w/ manual trans. I called the dealership where I bought the car and explained the issue to their Service Director. I got the service records from my local dealer and met with him. He said he would have his Service Mgr. call me the following week. The Service Mgr. called and said I would have to make my case with the dealer who did the most servicing. Toyota acknowledges nothing about an on-going problem with these transmissions.

So I went back to the dealership where my car is serviced in Glen Mills, PA, USA (a nice dealership overall) and spoke with the Service Mgr. in person. "There's nothing we can do" is how the conversation started. I presented the ream of paper I had in my hands with this forum thread and mentioned the slew of people reporting the same problem, and that it appears to be a faulty bearing in the transmission. He gave me the same story as the Service Director in the original dealership, i.e., he confirmed that Toyota has no service advisory or technical bulletin on the problem. After I presented my situation in more detail, including that my extended warranty had run out at 75,000 miles, he agreed to go to the Toyota regional rep and see if they (Toyota) would do something for me.

He called back a day or two later and presented an offer that I agreed to. The dealership would diagnose the problem, even if the trans had to be disassembled, and effect a repair. Toyota agreed to pay for 1/3 of the cost of the repair, the dealership would pay 1/3, and I would pay 1/3. (The issue of replacing the transmission went away).

It took about a week to get to the problem. At first they replaced the 5th gear (and did he say differential?), but that did not solve the noise problem. So they took the transmission apart and, guess what? It was a bad bearing. I swear I told them that. Anyway, according to the the repair bill, they replaced a needle bearing, along with a spacer, synchromesh key and spring, transmission sleeve, shaft snap ring, transm. hub, radial bearing, ring set and bolt, all under warranty.

The total transmission repair bill was reported to be \$1,200 of which I paid one-third. The clutch replacement was \$394 total parts and labor, which I paid in full. Total cost to me for everything, including taxes (6% in PA) was \$845.

\$845 is by no means pocket change, esp. with my two daughters' tuition bills due this month, but it seemed like a fair price to pay. The car feels like new, and the clutch pedal is light as a feather. I do like the car. It's a great runabout and commuter car that gets me 34 mpg, and can carry a surprising amount of stuff when I fold down the seats. Other than the trans, it has been bulletproof. I serviced it by the book and could prove it. I believe that was at least part of the reason for the good will.

If I were you, I would take the experiences of those on this forum under advisement and try to get some good will on a repair before incurring the cost of replacing the entire transmission. Note the bearing repair is a replacement in kind. According to the Service Mgr., there is no upgraded part. So in time I would assume the problem can recur. I have decided to take my chances. Good luck. If you need any more detail on this, I would be glad to copy you on the repair slip. Mike T.

Posts: 1,207 August 2008

Tie a small bundle of German Shephard hair in the engine compartment.

Posts: 1 August 2008

I purchased used 03 matrix on March 18, 2008 for my daughter to drive car was very nice. My husband and myself both drove the car before purchasing it the car was great we found all the original service records in the car and even found a phone number for the original owner of the car (the only other owner) talked with her she said she never had a problem with the car. The car had 109K miles on the car when we bought it, about 4 to 6 weeks later the car just starts making this grinding sound and hard to go in gear we thought it was the clutch. After having a friend that is a certified bmw mechanic look at it we discovered it was the transmission! So, I call salvage yards, transmission shops nobody can get me a transmission when I did find one it was \$1500 used with close to 70k with little to no warranty!!!

So, now I am stuck with a car that needs a transmission and a \$320 month car payment. If I take it to the shop to fix the transmission, clutch & get my check engine light to go off I am looking at close to \$5000.

HAS ANYONE HEARD ABOUT A RECALL FOR THE TRANSMISSION?

TOYOTA DENIES THERE IS A

PROBLEM THEY JUST LAUGH AND SAY NO THERE ISNT A PROBLEM!

THIS REALLY SUXBUT THERE ARE ALOS PROBELMS WITH THE TRANSMISSION IS OTHER TOYOTA TRANSMISSION ACCORDING TO WHAT I HAVE READ ON BLOGS EX: 4 RUNNERS, TACOMAS, COROLLA, & THE AVALONS

Posts: 28 August 2008

Really sorry to hear this. Does suck. I doubt they'll do much for a second hand vehicle, but maybe you could find out what dealership it was bought and serviced at previously. See if they can do anything for you under the "goodwill program". Print off all these complaints from this website and bring it in. File a complaint with Toyota. I did in Canada, but they still have told others after me there are no complaints. We have to all keep complaining about this to Transport Canada, Toyota, NHTSA (<http://www-odi.nhtsa.dot.gov/ivoq/index.cfm>) and everyone we know. Tell everyone not to buy a 2003-4 Matrix 5spd. Anyone who still owns one should trade it in at Toyota and let them get stuck with all these lemons. I find people are still extremely skeptical because of Toyota's reputation, but that's only because their car hasn't failed YET. Happens at around 80,000-130,000km based on previous posts, almost all past warranty. I miss my Matrix, but I'll never buy another Toyota until they admit this issue.

Posts: 1 August 2008

I'm from Montreal and I just got my car back, guess I got lucky (if you can call it that) because I heard that weird sound coming from the tranny early enough to get the car to the shop.

I then brought it to Toyota to get it inspected and mentioned this forum, but they denied the problem as have so many others I have read on this forum

They changed 2 bearings and charged me 1400\$To top it all off, my 5 year warranty ended July

16 !!!!!!!!!!!!!!! I bought my Matrix 2004 used and not from the dealer, so I received no special treatment and got my car fixed elsewhere...

I am VERY dissapointed, this being my 1st Toyota, which I bought because of their good reputation.....I can't really afford 1400\$ right now, but what choice did I have??

SF Bay AreaPosts: 12,695 August 2008

If you were under the mileage limit on July 16, it would have been worth your while to approach Toyota and ask for a good faith repair, even though you are not a regular at the dealership. That is especially true if you are still under the mileage limit now. We are talking four weeks here...a case could be made that it was already beginning to fail before the warranty expired, and it was just attended to later.

2013 Civic SI, 2009 Outback Sport 5-spd (stick)

Posts: 1 September 2008

The output shaft bearing is my 2003 Matrix 5sp manual transmission has joined others in failing. Thanks to this forum I recognized the problem early and was able to get the transmission repaired before the bearing failed completely and took out other components. As with others I was out of warrantee (77500 miles) and Toyota made like they had never heard of a transmission failure on this vehicle. Since I do my own maintenance (faithfully and by the book) I didn't have Toyota dealership maintenance records to point to. There was no help from "customer care" at Toyota. They offered me \$ 6,000.00 for my Matrix if I wanted to trade it in. I went to a transmission shop and had the transmission repaired. The output shaft main bearing was failing. The shop installed an updated bearing kit in the transmission for around \$ 2,300 total (removal, disassembly, bearing kit - includes all bearings in the transmission, reassembly, new clutch, flywheel surfacing, and re installation of tranny into vehicle). They told me they could not see any lubrication issues related to the bearing or transmission case design. Their best guess: Toyota got a bad batch of bearings. The new bearings in the updated kit appear to be the same design as the old ones. Toyota dealership told them they knew nothing of an updated bearing... parts from Toyota would have to be purchased one-at-a-time thus costing 3 or 4 times as much as the kit. The kit comes from an aftermarket supplier and cost around \$ 675.00. Here's hoping this thing will last... I don't want to get rid of this vehicle which gives me 38-42 mpg on the highway.

Posts: 42 September 2008

I have an '06 base model Matrix with auto transmission. How is the trans serviced on this vehicle? Does it have a "conventional" pan and filter that is dropped and changed? Do most people just have it flushed or is there a drain plug in the trans that lets the mechanic drain the fluid and then just refill it? I would like to do some preventative maintenance since I plan on keeping the car for some time. Also, what fluid does it require, Dexron?, Mercon?, etc. Thanks!

SF Bay AreaPosts: 12,695 September 2008

The one I had was an '03, and there was a sticker right on the auto trans dipstick that said something like "no routine maintenance". I may have misread the manual, and your '06 may be different from my '03 (although they otherwise have identical powertrains), but there is no scheduled maintenance for the automatic in the Matrix.

I know that in my case I never had it changed prior to selling the car. I would imagine that if you tow with yours, that would change things.

2013 Civic SI, 2009 Outback Sport 5-spd (stick)

Posts: 1 September 2008

I want to replace a 2003 matrix 5sp manual trans with a 6sp manual trans.has anyone done this and does it pose many alterations?

Posts: 28 September 2008

If you would like to swap the transmission from 2ZZGE (Xrs 6 sp) to your 2003 Matrix, that would be impossible, Since the 2ZZGE has different casing configuration,. You better replace the whole engine with transmission if you can find one.

Posts: 1 October 2008

Hey everybody - Spent tons of time yesterday reading about the 5-speed manual C59 transmission/bearing problems in the Matrixes of a few years ago. I started to get scared about buying a new 09 Matrix S 5-speed manual. Should I be?

I read that they started using better bearings in 05 and later. There were so many posts, but they were all from 03-05 owners, and of course the problem starts showing up about now in 09, after a few years driving it. Anyone know what the current situation is?

Posts: 117 October 2008

As a rule I buy cars only in the last year or two of a generation. Thus my '81, '85 and '88 Accords (still have the '88) have been excellent. My '06 Matrix has been trouble free (except for the lousy Continental tires). Consider getting an '07 low mileage Matrix instead.

Posts: 1 October 2008

Throw me in! Same thing

2003 XR 5 speed manual transmission blew at 87k...drove around with some grinding, took it to the dealer, they said my transmission was screwed. i wanted a second opinion, so drove it to a mechanic that same day, and it was crackling the whole way over on 1st, 2nd gear, less on 3rd, and a little on 4th, and it lasted like this for like thirty minutes, before a high whistling sound became a little permanent, and then the absolute end: a higher whistling sound that made me stop as i rolled to the side on neutral. after that, couldn't put it in gear, nothing..had it towed to the mechanic, transmission's gone.

we need to complain about this to TOYOYA! trying to look for a japanese replacement....dealer had estimated costs at 3,500 email me: [REDACTED]

Posts: 3 October 2008

I have the same problem. I found a rebuilt online for \$700 and bought it.

I've scoured the web looking for a shop manual or a description of removal/installation procedures. The guy I bought it from said it was a relatively easy home job.

Anybody have info on how to go about this job? Thanks.

Posts: 2 October 2008

I'm considering buying a used 2005 AWD with 42K. Is this transmission problem occurring with automatic trans. or just manual? Also looking at Vibe....any info. would be great. Thanks!

Posts: 20 November 2008

If you email me I can email you the official service manual in PDF. It might have what you need. It tells you how to take apart the transmission and repair it, so it should probably be good enough. zebwainwrightATgmail.com

Posts: 20 November 2008

As far as I know, the problem is only the manual. If I had it to do over again, I would NOT get the manual, but I would get the AUTO, which is the only option on the AWD model. Also, the Vibe should be the same. No real problems with the auto trans there.

I say go for it, as long as there are all the service records, or it comes with some sort of a warranty.

Posts: 2 November 2008 Thanks, canonlaw for the information!

Posts: 1 November 2008

I have an 06 matrix with 109K miles and the problems are beginning to show up. To repair my transmission as Toyota has told me to pound sand, it will cost \$2500.00. This is my second Matrix as my first was an 03. I had to replace the transmission at 124K. That car was lost in an accident. I would recommend buying a Honda Fit. Toyota is not interested in correcting the problem as less than 4% of the market share is manual transmission

Posts: 1 November 2008

Hi: My problems started late Friday fortunately 1/2 km from home. Malfunction lamp came on, engine stalled at a busy crossroad, managed to start it after a few tries, limped home, checked all connections seemed okay. Dealership today afternoon says seems like a computer problem (at only 34000 kms), wait till Monday, get a rental car, pay for rental myself (I do night weekend shifts). Called Toyota customer service. They listened to my ramblings with concern however since I had no extended warranty I do not get a rental/courtesy vehicle. Told them that extended warranty comes after your regular 60000 km warranty. They said rental depends on dealership and dealership says depends on Toyota. Told Toyota this is becoming a vicious circle and hassle. Told Toyota I am going to write a complaint and next time no Toyota vehicles for me. Never had these hassles with American vehicles. In short, no more Toyotas I would even go close to. Why I am writing this is do not think about Matrix as they are not reliable and Toyota service needs big time improvement. Thanks.

Posts: 3 December 2008

Thanks, [REDACTED]. Sorry for the delay in responding. I found the shop manual and decided against doing it myself after consulting a transmission shop I trust. I finally got the rebuilt installed and the total bill, including transmission, core refund, clutch and installation ... \$2300 CDN ... roughly \$1825US, so I think I came out pretty good, all things considered.

I would highly recommend Kormex Transparts out of Ontario, CA. www.kormextrans.com. Ask for Lucas.

Posts: 2 December 2008

Yesterday on my way to work in Minneapolis the sounds that I thought I had been hearing from my 2003 Matrix became sounds I KNEW I was hearing. LOUD and clear. Got off the interstate at my normal exit and pulled into my workplace and besides the noise there was now difficult shifting. I went into work, immediately searched for

Matrix transmission noise/failure and found this blog. In reading through the pertinent posts I found that my matrix at 65K miles was an absolute textbook example of the failure. Lower rumblings weeks ago, a strange noise when backing off the throttle and just slightly louder transmission sound in general. Then, as others have pointed out, there was the clunk, the whine, the squealing all happening within my commute yesterday. During my lunch hour I limped it to the closest Toyota dealer. By that time I had printed out pages from here and from other sites. When I checked in with the service dept., I told them it was the classic Matrix 03-04 trans 5-spd. failure that is all over the web. They were very polite but did not really acknowledge that they knew of this. I left the car and got a call several hours later that the transmission was gone and would need to be replaced. Which is just what I had told them earlier. They also said in there message that a fellow from Toyota would be out today to look at it and decide if any "good will" would be available. The service guy did say that he would like me to get all my service records with regard to fluid changes to him as well. OK, I need to wrap this up. Service guy called me at 9AM this morning and said "Toyota will give you a new transmission, if you will pay for labor"...I said done deal. It will be about \$900 but my own local mechanic could not even match that putting in a used tranny. It was basically done NO QUESTIONS ASKED! While it is apart I am having them do the clutch plate (at 50% wear) and a throw out bearing. Like the service guy said, hey the labor is already being paid for in the tranny swap so all that will be is parts. So...many thanks to all of you who take the time to write here. I hope that my little story will be of some help to someone else. Oh yeah, I did ask if the new tranny going in was just another 2003 model or had it been improved, they assured me that it was a new Part Number and an upgrade from orig. thanks again!

Posts: 1 December 2008

2004 Base Matrix 5-speed DEAD at 73K

Found this post AFTER my tranny failed. Wish I could have found it before. Same tranny problem as everyone has had. Noise coming from engine compartment, led to a whine which led to, what sound like, pieces of my tranny falling out. After that I lost first gear. Pulled into a gas station and decided to try to hobble to the dealer. Didn't make it, tranny died and it's stuck in second. Car is at 73k and obviously out of warranty. I called Toyota and talked to a very nice guy. However..... they decided that there was nothing they could do to help me with the \$3,100 tranny replacement. This was my first and will be my last toyota. Bought this car brand new, bought toyota for its reliability record, bought a P.O.S.

Posts: 1 December 2008

Hello everyone, My name is [REDACTED] and I work for an automotive facility in Green Bay Wisconsin. We are typically a performance shop that modifies vehicles for racing and other competitive use, however I happened to own a 2003 Matrix XR with a manual transmission. Its actually my wife's car, but for a while I had been hearing a grinding noise when the car was in gear and under power. After some research I found this thread and determined that the bearing was on its way to failure. Surprisingly our car had over 100k on it, seems like it lasted longer than others on here.

Being that we purchased the car used and the millage I knew Toyota was not going to do anything to assist us. So I had the guys in my shop remove the transmission and check everything out. Yep, there it was a faulty bearing ready to fall apart. Called Toyota got the new bearing and had the guys put it back together with a new clutch as well.

I see some of you have had better luck with Toyota, and others have found reman units for your cars. I found it

difficult to find a unit for a reasonable price. So, I'm here to offer to anyone who is interested a rebuild service. If you are experiencing this problem please email me at: [REDACTED] and I'll be happy to provide you with a quote on rebuilding your transmission, as well as the service to remove and install your unit if you live near us. We are located in Green Bay Wisconsin. Our website is [REDACTED]

Again, we are a performance shop, but because of my experience we are now fully prepared to work with you on this or any other issue you may have. Hey, we installed a supercharger on a matrix last year too...

Thanks everyone, good luck [REDACTED]

[REDACTED] Posts: 1 December 2008

Anyone had transmission problems with the 6spd? Mine has 121,000 miles on it and when it is cold it is slightly stiff and hard to shift into gear. However when the car warms up it is pretty normal. I don't seem to have any weird sounds coming from my transmission as outlined in some of the discussions.

Do the XRS 6spd's have the same bearing issues as the 5spd's?
Should I dump this car before it leads to bigger problems?

[REDACTED] SF Bay Area Posts: 12,695 December 2008

I think everyone reporting the problem has had the 5-speed, not the 6-speed. Also, with that many miles and stiffness going into gear especially when cold, I wonder if you might not have a worn clutch.....

2013 Civic SI, 2009 Outback Sport 5-spd (stick)

[REDACTED] Posts: 7 December 2008

Add me to the list: My 2004 toyota matrix with 92000 miles had the transmission fail yesterday, looks like another failed bearing. if there's any legal action please send me the info, I'm ready to battle it out!!

[REDACTED] Posts: 2 December 2008

Jamborski, I feel your pain and anger. I am back at post 250 here. Somewhere back in the thread there is a link to the National Transportation Highway Safety Board or whatever it is. They have an online complaint (safety concern) form you can fill out. It seems that they don't want to consider this a safety issue. Hmmm. They replaced the bolts for my power windows because they may break the glass - under safety recall! If you ask me, a transmission failing at highway speeds is more dangerous to the driver and other vehicles around them than bad glass. Whatever. I am second owner of my 2003 and did not have service records. But Toyota gave me a new transmission (I paid labor) with no questions asked. And it is not the same 2003 transmission. I can tell by where the shifter enters the transmission etc etc....so it is a redesign of some sorts. So maybe this one will last 2 or 3 hundred thousand miles like a manual tranny should.

POSTS
2007

Posts: 1, February 2007

My Transmission had a bearing failure at about 62K. Replacement cost about \$1100.00. I asked Toyota nicely for some accomodation (split part of the cost? Give a coupon for something?) Their answer was that they would do nothing. The mechanic said the failure had nothing to do with maintainence or use. It was simply a bad part. Please reply with similar experiences (Now there are at least two of us)

By the way the clutch wnet out at about 30K, but Toyota id fix that.

Posts: 9 March 2007

I have a 2004 matrix XRS with only 113,000 kms and just replaced the clutch and am told my transmission is trashed. This is unacceptable for a Toyota product!! I am looking into warranties and replacements but feel this needs to be addressed by Toyota Canada, and if not by them, then Toyota Japan. I have only driven Toyota and this is the worst car I have ever owned - even my Toyota Tercel was better quality than my Matrix.

Posts: 5 March 2007

WOW, A bearing went in my 2003 Toyota Matrix XR 5-speed transmission about a week ago at 108K (km) !!

(I was in the middle of nowhere 250km from the nearest dealer, 40km from the nearest town at 1am BTW)

When I read your post, I could think only one thing, defective batch?!

Anyway my Matrix was made in Cambridge, April 2003 and bought June 2003 in Calgary.

Transmission fluid was changed by Toyota last year.

I am trying to find more people that this has happened to If the bearings in that transmission were faulty, then I am guessing that sooner or later they will all go and since the average driver may not have hit 108K km yet more of this will probably crop up. RT

Posts: 9 March 2007

My dad is a heavy duty mechanic and has been a loyal Toyota customer for as long as I can remember. He said the same thing about the bearings in the transmission. I have not replaced my transmission, he told me to drive it until it dies...(...and why would I replace my transmission with another Matrix transmission that could be faulty??? Makes no sense does it? When I went to a local Toyota dealer I brought up the fact that there has been problems with the Matrix transmission, he acknowledged that they had come across a few...

I believe this is happening to more people than we know of and am prepared to do whatever it takes to find them!! I am a frequent visitor to Japan and just returned at the end of February. I can tell you the Japanese take GREAT pride in everything they do and everything they make and probably have no idea of the problems of the Matrix - in fact the Matrix is not made in Japan, it is made in Canada....AND.....I don't believe that Toyota Japan even sells the Matrix.....so....I am willing to pursue this at whatever level is needed. I feel Toyota Canada needs to acknowledge the problem and do a recall...let me know if you are interested....ds

I bought a Matrix XRS in its first year of production. It had the 6 speed manual transmission. I found the shifting to be uncomfortable, also, and not smooth at all. When the clutch wore out at 29,000 miles or so, and Toyota told me that it was "normal wear", I went right over to Honda and traded it in on a Civic. I found that the Matrix definitely did not live up to Toyota's normal standards

Posts: 1, July 2006

I'm interested in buying a matrix after college, i'm big into the tuner scene. I'm interest in buying the AWD matrix but they only come in auto's as far as I i've seen. Is it posible to do the auto to standard sawp?

Posts: 1, December 2006

Hello - I was wondering if anyone else has had this problem. I have a 2003 toyota matrix, 5 speed, that has been properly maintained, etc. My manual transmission needs to be completely replaced due to a "fluke" in happenstance. I bought a toyota to last until at least 100K, and now I have to have a new transmission put in that will cost over \$3000. I'm frustrated. Others with this problem, please let me know!

2009

Posts: 6 January 2009

Just bought 2009 Matrix - while I did research BEFORE I spent the money, I didn't catch this forum - I relied on the mainstream stuff (Consumer Reports, etc.). Man, I wish I had found this forum instead. Bottom line, I spent more than I could really afford, cut all other expenses, etc, just so I could have a reliable and safe car to help out with my grandkids. All that said, I have read the entire thread, some say that there has been a remedial bearing after 2005.

Q: does anyone know for sure if the bearing problem has been corrected???? Is there any way to verify from Toyota what has been changed (like is it a new 9 ball bearing as opposed to the old 6 ball bearing, or whatever).

Thank you all for having put out the information for those more diligent than I who might find it before they buy.
:confuse:

Posts: 2 January 2009

So I've ready the board that there's a aftermarket bearing you can pickup? Does anyone know or have the part # for this? I just got quoted \$3k for most likely the same tranny problem (i'm pissed right now). I'm hoping that the tranny is still in 1 piece and can make it to my mechanic so he can work on it rather than replacing my tran. Any info would help. Thanks.

Posts: 6 January 2009

Badmice2 Could you please tell me, what year and how many miles on your matrix?

SF Bay Area Posts: 12,695 January 2009

Do you have the 1.8L engine or the 2.4? This problem seems to have only occurred with 2003-2004 1.8L 5-speed Matrixes. If you have the 2.4, you have the entire powertrain shared with the Camry, including the transmission and clutch. That powertrain is not reported to have the problems being discussed here.

If you have the 1.8, I don't think you should worry. They changed the bearing in question for the 2005 models. Certainly the '09 Matrix should not suffer from this problem. 2013 Civic Si, 2009 Outback Sport 5-spd (stick)

Posts: 6 January 2009

Nippononly, Thank you so much for your post. I do have the 1.8 and manual 5 spd, so I was concerned that it might still be a problem - some of the posts don't mention what year their cars were, anyway, I certainly appreciate your information - it puts my mind at ease. thanks, dennis

Posts: 2 January 2009

hey Matrix 09....I have the 04 Matrix 5 speed. I was fortunate enough to have driving mine 149k before the tranny started to go. I've sent it into the shop. The parts mgr i spoke with said he wasnt aware of after market bearings for the matrix as stated on a different post. My car can still be driven and I can still shift with relative ease. But the rattling notice is killing me.

Posts: 10 January 2009

Hello, I had my second, yes, second Transmission go out in my 2003 Matrix XR 5 Speed 1.8L FWD, the first one @ 30k and the second at 120,000 (which toyota put both in for me brand new). However, I want to

Posts: 1 April 2007

I have a 2003 Matrix and I just had the manual transmission replaced at 63,000 miles. I luckily bought a Toyota certified used vehicle and it comes with a 100,000 mile powertrain warranty. I did elect to change the clutch while it was out because it was only \$300.00 to do it. I also bought a Toyota to have it last a long time and am dissatisfied.

Posts: 1 April 2007

Here is another one for you ... 102,000 kms on a 2003 matrix 5sp and the tranny bearing exploded taking out the works.

I have been waiting for Toyota Canada to stand up and help me out here , but I should have not been surprised when they have offered next to nothing . If any or all of you can send in your serial # , kms , and a detailed description on how this happened and what there response was , I would be very interested .If you find any other people with the same problem , ask them to do the same. It sounds to me like this is a concern that needs to be moved to a different level. I have driven a lot of toyotas and this has put a real sour taste in my mouth....

I honestly believe that Toyota is one of the few companies with values and if this can be sent in the right direction action will be taken to rectify our concerns.

Posts: 1 April 2007

I have 2003 5 speed Matrix XR bought in May of 2002. At a little over 95,000 I requested they check everything thoroughly just in case something looked questionable and I could get it covered before the warranty expired. I was told everything was great. (90% of my miles are highway miles, so clutch and everything else appeared to be in great shape.) Yesterday at 108,000 miles they informed me my transmission was bad due to a bad bearing. My options: by a used transmission, new transmission or dump the car for a trade in value of \$5,000. I was told they could only put a 2003 transmission in the car because they made changes to the 2004 and newer transmissions making them incompatible with the 2003 Matrix. Consumer report shows the transmissions for the 2003 Matrix rated in the middle (newer models were rated high-but maybe that's because they don't have that many miles on them yet). This is the first Toyota I ever bought because of the stellar reputation for longevity i.e. I was told I could count on it without major problems for 200,000 miles if I did the required maintenance. I'm wondering what's the point of paying \$2,300 to install a new transmission (that already has 50,000 miles on it - it's all they could find) and have the same problem? Or what's the point of paying almost \$3,500 and having the same problem. If they're defective then the problem will be there again. Is this only an issue for manual transmissions? Is it primarily an issue for 2003s? I love the car otherwise and would like another, but don't trust the tran problem. Nobody from Toyota will acknowledge it's a defect and stand behind it.

Posts: 1 May 2007

I have a 04 Matrix XR I purchased it 06/03 and just had the transmission replaced at just over 46k miles. I was told by the dealer that the differential came apart inside the trans. No out of pocket expense for me since they cover the trans for 60k miles but I can't say I would buy another Toyota after this experience, I'll probably go

2009

Posts: 6 January 2009

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Posts: 6 January 2009

Could you please tell me, what year and how many miles on your matrix?

SF Bay Area Posts: 12,695 January 2009

Do you have the 1.8L engine or the 2.4? This problem seems to have only occurred with 2003-2004 1.8L 5-speed Matrixes. If you have the 2.4, you have the entire powertrain shared with the Camry, including the transmission and clutch. That powertrain is not reported to have the problems being discussed here.

If you have the 1.8, I don't think you should worry. They changed the bearing in question for the 2005 models. Certainly the '09 Matrix should not suffer from this problem. 2013 Civic SI, 2009 Outback Sport 5-spd (stick)

Posts: 6 January 2009

Nippononly, Thank you so much for your post. I do have the 1.8 and manual 5 spd, so I was concerned that it might still be a problem - some of the posts don't mention what year their cars were, anyway, I certainly appreciate your information - it puts my mind at ease. thanks, dennis

Posts: 2 January 2009

hey Matrix 09....I have the 04 Matrix 5 speed. I was fortunate enough to have driving mine 149k before the tranny started to go. I've sent it into the shop. The parts mgr I spoke with said he wasn't aware of after market bearings for the matrix as stated on a different post. My car can still be driven and I can still shift with relative ease. But the rattling notice is killing me.

Posts: 10 January 2009

Hello, I had my second , yes, second Transmission go out in my 2003 Matrix XR 5 Speed 1.8L FWD , the first one @ 30k and the second at 120,000 (which toyota put both in for me brand new). However, I want to

2009

Posts: 6 January 2009

Just bought 2009 Matrix - while I did research BEFORE I spent the money, I didn't catch this forum - I relied on the mainstream stuff (Consumer Reports, etc.). Man, I wish I had found this forum instead. Bottom line, I spent more than I could really afford, cut all other expenses, etc, just so I could have a reliable and safe car to help out with my grandkids. All that said, I have read the entire thread, some say that there has been a remedial bearing after 2005.

Q: does anyone know for sure if the bearing problem has been corrected???? Is there any way to verify from Toyota what has been changed (like is it a new 9 ball bearing as opposed to the old 6 ball bearing, or whatever).

Thank you all for having put out the information for those more diligent than I who might find it before they buy.
 dennis :confuse:

Posts: 2 January 2009

So I've ready the board that there's a aftermarket bearing you can pickup? Does anyone know or have the part # for this? I just got quoted \$3k for most likely the same tranny problem (I'm pissed right now). I'm hoping that the tranny is still in 1 piece and can make it to my mechanic so he can work on it rather than replacing my tran. Any info would help . Thanks.

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The postings in this thread are related to problem MANUAL transmissions in 2003 and 2004 MY cars. I am not aware of any widely reported transmission problems among AUTOMATIC last-gen Matrixes like yours. So take heart and wait to see what the mechanic tells you. Good luck! :-)

2013 Civic SI, 2009 Outback Sport 5-spd (stick)

Posts: 2 February 2009

Hi All, I am thinking of getting a 2004 Matrix XRS manual with 55k miles. It is a great deal and I am buying it from a reputable repair shop. They claim it is in great shape and has many more miles in it. For comparison, I am currently driving a 1996 Civic I bought new.

So...is 55K too many miles to be purchasing a Matrix with? Sounds like there is a good chance of the transmission going soon? This is the 6 speed, anyone know of any other persistent problems with this make/model/year? Thanks so much in advance....

Posts: 3 February 2009

See my post #228. I would not buy it without a transmission warranty through at least 100,000 miles.

Posts: 20 February 2009

The XRS transmission doesn't seem to have the same problems that the the base and XR 5-speeds do. The main problem with the XRS seems to be the clutch failing VERY FREQUENTLY....like every 30,000 miles or so.

I still would agree with the previous poster though, and only buy it if it has a 100,000 mile warranty on the powertrain. And if the clutch fails, put a beefier aftermarket one in it.

SF Bay Area Posts: 12,695 February 2009

The problem transmission is the 5-speed manual, not the 6-speed. The 6-speed is straight out of the Celica GT-S, and I have never read an owner complaint about that transmission except the ones who skip-shifted it by mistake (the gates are close together) and consequently blew the engine.

2013 Civic SI, 2009 Outback Sport 5-spd (stick)

Posts: 16 March 2009

100,000 + miles...I have experienced the loud noise and the chirping oin my 5-speed. We changed the gear oil and it helped for a while, and two days ago we cannot get her into gear and it's whining loudly. I want to know what needs to be replaced: the transfer case, or the manual transaxle. Either way, it's going to be EXPENSIVE. Once I remedy this problem, can I definitely expect to have it occur again?

Posts: 7 March 2009

What year is your Matrix? I'm assuming it's a FWD since it's a 5 speed and therefore you don't have a transfer case. So unfortunately you've just joined the long list of victims of Toyota. Your Tranny is shot. I recommend putting an overhauled tranny in. I purchased one from Anaheim Gear with a one year warranty for \$1,000. they say there's only a few bearing manufacturers for most trannys and Toyota must have got a bad batch installed. I don't recommend a factory new Tranny unless you know for certain that it was made recently and does not fall into that bad batch of bearings. I spent about \$200 for a new clutch and other misc. parts and did all the work myself, I figure \$1200 isn't all that bad, but it was a big job, especially if you only have one car like I did, I ended up buying a second vehicle so I had something to drive while I worked on the Matrix.

back to Honda.

Posts: 1 May 2007

I'll add to the 2003 Matrix woes. I just had to have the transmission worked on because the bearings were totally shot. I was told it was a "fluke" as well. Do they get that in training? Only 5 months ago I had to replace the water pump and have the brakes worked on. I've done all of the work at the dealership and have been very good with maintenance throughout the life of the car. So in the past 5 months my Matrix has cost me almost \$4,000. It was \$1,700 for the water pump and brakes and \$2,000 for the transmission (they are putting in a new clutch while they're at it). I did not expect to have to sink this much money into what is basically a Corolla wagon. So buyer beware regarding the 2003 Toyota Matrix.

Posts: 20 June 2007

I just had the bearings go bad on my matrix 5-speed tranny as well. What were the symptoms for you guys? mine was a grinding sound when in gear and letting off the gas....I am wondering, is this gonna happen every 60,000miles or so? it is being fixed under warranty this time, but if it did this every 60,000 miles, whats the point in owning this car? I love it but....

Posts: 1 June 2007

I found a used 2003 Matrix XRS 6sp.manaul with only 34k miles. Not bad I thought, took it for a test drive and didn't notice at first the "noise" coming from the gears as you throttled down. I took it to a mechanic for a pre-sale check-out and of course he noticed the noise right away. He said, "Hmmm and the seller wants how much? No way dude!!" I offered her \$4600 less than what she was asking (mid-KBB of \$12600) to put into "escrow" for when I have to fix it. Now that I'm reading these posts, however, I'm thinking that isn't a matter of IF but a matter of WHEN. Bad transmissions seem to be endemic to the Matrix, especially 2003s. I'm going to withdraw my offer on this car. Thank goodness for this forum!!!

Posts: 33 June 2007

Does automatic transmissions have this problem too? Since the Corolla and the Matrix have a similar platform, does bad transmissions usual for the Corolla also? Thanks!

Posts: 3 June 2007

So it seems like I wasn't the only one who had this unpleasant experience with Toyota as they had indicated.

Although, it happened over a year and half ago now it still makes me so mad. I have the culprit 'Made In Japan' bearing handy as a reminder. I battled with Toyota Canada and lost.

If any one wants to continue with the battle, I will gladly join in. The following was my contact who I would encourage all of you to send a letter to detailing your experiences:

Consultant, Customer Interaction Center
One Toyota Place,
Scarborough, Ontario
M1H-1H9
1-888-Toyota-8

Please refer to my file:

Case # [REDACTED]

Just to be thorough, you may also want to send a copy to this guy:

Mr. Kazunori Harada
General Manager
Overseas Operations Department
Customer Relations Division
Toyota Motor Corporation
DAI-NI Toyota Building
10-27 MEIEKI 4-CHOME, NAKAMURA-KL
NAGOYA 450-0002, JAPAN

Please refer to my file: [REDACTED]

I also can give you further information through standard email, including my correspondence with Toyota and the lab report on the defective bearing. Good luck. I recently replaced our family van. I had a choice. It's a Honda.

[REDACTED] Posts: 3 June 2007

My impression is that the automatics do not have this problem, is that correct?

I hope so because I just bought an 03 Matrix AWD automatic with over 100,000 miles. Need to get the transmission serviced but at this point, it seems to be fine.

Certainly is disappointing to hear that Toyota is dodging the problem this way!

[REDACTED] Posts: 5 June 2007

From what I have read and from (painful) personal experience
Here are the common transmission problems with the Matrix :sick:

2003-2006 XRS 6-speed manual clutch failures at around 50,000km
2003 5-speed manual - bearing failure at around 105,000km

At the moment I am guessing a bad throw-out bearing but I wonder what the apparent temperature sensitivity implies. This is a 2005 Matrix with only 43K on it. I've been scanning this forum and it seems for the most part these tranny problems are only supposed to occur in '03 and '04 models. Is my car proof Toyota hasn't rectified the problem?

Posts: 3 March 2009

Any automatic transmission is supposed to shift on its own. That is what the word 'automatic' implies. Normally, if you are climbing a hill or trying to accelerate rapidly, the car will downshift into a lower gear in order to give you more torque. You do not need to shift out of drive in order for this to happen. The purpose of the 3rd, 2nd, and 1st gear settings are to give you more control over when the car shifts. For instance, automatics often won't automatically downshift to provide engine braking when you are descending a steep grade. This is why you have to sometimes put it into 2nd manually. Unless the car is downshifting into 2nd at times when it should not, such as when you are driving at constant speed on a flat stretch of highway, it doesn't sound like you have a problem.

SF Bay Area Posts: 12,695 March 2009

From the symptoms you are listing I would say your first guess was right: bad throw-out bearing. That kind of sucks at 43K though. Sorry to hear it. :-{

I wonder if they will cover it for free under the powertrain warranty - after all, it is not the same thing as a worn clutch. They really should cover it.

2013 Civic Si, 2009 Outback Sport 5-spd (stick)

Posts: 4 March 2009

I was very excited about my search for buying a used Matrix, 2007, 2008 model and was not sure on getting a manual or automatic transmission. After reading the forums, I am discouraged about buying a matrix all together.

I need advice: What transmission should I get? Is Automatic better than the Manual in the later models? I pay cash for cars, so I have been saving for a long time for this vehicle....should I even consider a Matrix anymore? I want something to last for a LONG time like my current car, which is a Toyota Camry that is 19 years old. Thank you

Posts: 3 March 2009

My Matrix is parked in my driveway until I find out what is happening with that transmission issue. I am happy I found that forum, it helps me understand what happened to me today. Since french is my first language, excuse the mistakes please...

For a few days, I was hearing that distant grinding sound from the motor and I finally stopped to a small neighborhood garage to have it test driven by a mechanics. His diagnostic was very clear: transmission bearing failure. He called me an hour later telling me transmission had to be opened and bearing replaced for about \$1200.

So I decided to take the car to the dealer where I bought it and have always have it serviced to know how

Good Luck getting her back to life

Posts: 1 March 2009

Add us to the list of failed transmissions. 2003 Matrix 5sp. 155,000km. Dealer where we bought the car, and have had serviced faithfully - including 2 transmission fluid changes - no help whatsoever. Quoted \$4000 plus tax for new transmission, clutch, pressure plate, throwout bearing, etc. Asked about any sort of 'Goodwill' program to help with parts and/or labour and the only response was "It's got 155,000 and it's out of warranty - sorry."

Took the car to local transmission place and he removed the trans. and inspected. Found the output shaft bearing failed and parts of it were eaten up by a couple of the syncro's. Clutch only about 1/2 worn out. Quoted \$2000 plus tax to rebuild with new syncro's and bearings and about \$2500 plus tax to include clutch, etc... and also comes with an 18 month/unlimited mileage warranty after the rebuild.

Also asked him to use Redline MT-90 trans. fluid when finished rebuilding.

Never expected to be doing a transmission in a Toyota - especially before it would need a clutch. Most of my cars in the last 20 years have been standards and I've never even needed to do a clutch on one. Did an automatic transmission in a Bonneville last year at this time. That was not so unexpected.

I'm disgusted to say it, but we had a Neon that ended up with 230,000km on it when we got rid of it, and it never needed a new clutch or transmission. Now if you want to talk about head gaskets...

Posts: 16 March 2009

My car is a 2003. I think the clutch is ok, but everything inside the transfer case sounds like broken chunks of metal. So you recommend buying a rebuilt one? It's a big job to install yourself and requires some pretty specific tools no? Thanks so much for the response. I appreciate it!!

Posts: 7 March 2009

I was able to do the job with an engine hoist, a floor jack, a LARGE Breaker bar, a large torque wrench (for peace of mind) a beefy pry bar, a few jack stands a couple ratchet straps, some blocks of wood, and a basic metric socket set, including the 33mm socket for the axle nuts. (a pickle fork would have been helpful as well). I used the engine hoist to support the engine obviously, I had a buddy help me with the removal but I was alone on the install. I ended up putting two ratchet straps from the hoist to the engine and offset the hoist so that I could add a third strap and slowly ratcheted the tranny into position. I wouldn't recommend doing this if you're not mechanically inclined

Posts: 3 March 2009

Hey all. I bought my Matrix around two years ago almost new (11k miles). Now it has around 43K miles and the last few months my transmission has been showing increasing symptoms of unwellness. At first, the clutch just felt a bit mushy, and to what extent this feeling was real vs. my paranoia I do not know. However, now it is hard to shift gears any time the engine is cold to the point where sometimes I have to double clutch to get it into first. Also, I have noticed a sound a bit like loose metal scraping around whenever I first start up the motor on a cold day. The sound is irregular and not real imposing. It goes away whenever I push the clutch in and returns when I let it back out. Both these symptoms for the most part disappear once the car is warmed up.

Like I posted earlier, My 2003 XR 5-speed failed at 108k km (about 68k miles)

The output shaft bearing blew up killing some other parts in the tranny costing \$2400 to fix.

Summary of reported bearing failures right after the warranty ran out:

- 1) [REDACTED] - 2003 transmission replaced at 62K miles
 - 2) [REDACTED] - Exact same failure as mine at the exact same mileage (>1k km apart)
 - 3) [REDACTED] - Not sure if 2003, but failed within 5k miles of mine, also bearings
 - 4) [REDACTED] - Mine, 2003 XR bearings failed at 68K miles
 - 5) [REDACTED] - Not sure if bearings were the problem, but 2003 and failed within 5k miles of mine
 - 6) [REDACTED] - 102,000 kms on a 2003 matrix 5sp and the tranny bearing exploded taking out the works. I.E. exactly the same failure as mine.
 - 7) [REDACTED] - Also bad bearings, but from the sounds of it it failed at 108k miles not km?
- She also had it checked just before warranty expired like I did. If the bearing was making a subtle whine like it was on mine, then why did the mechanic not notice it!? :mad: I noticed the whine after letting go of the clutch pedal and slowing down "with the gears", but thought it was coming from the engine or something
- 8) [REDACTED] - 2003 transmission trashed at 85K (miles or km? - guessing miles)
 - 9) [REDACTED] - Exact same symptoms as mine, at roughly the same mileage.

WOW, You can't help but wonder how many more people are out there that don't use this forum!

[REDACTED]: Will this happen to us again at another 60K miles?

Since the new bearings are presumably not bad, it might not happen again at another 60K miles, but as pattih noted, the transmission design was changed for 2004, so maybe the transmission was flawed in the 2003 and it WILL keep happening! i.e. maybe there is some design flaw in the tranny that is CAUSING the bearings to fail. Then again, maybe it was a bad batch of bearings. Toyota really needs to stand up and own up to this problem and at the very least give us all some answers!

- Will we be compensated for this design flaw/batch of defective parts?
- How will this affect Toyota's Reliability reputation?
- What can Toyota do to make sure we don't go around telling everyone to avoid Toyota based on our experience?

It is interesting to see that people are starting to ask about 6-speeds, automatics and even the Corolla in this thread. To me these questions show that the 2003 Matrix 5-speed manual transmission problem is already starting to cast a shadow on Toyota's reliability reputation, and I think it would be in Toyota Motor Corporation's best interests to reassure people that the problem is isolated to a certain batch of 2003 Matrix 5-speeds, if in fact that is the case!

[REDACTED] Posts: 20 June 2007

Hey [REDACTED] could we swap email addresses? I don't know what will happen down the road with all of this, but it would be nice to have someone to contact if need be.

I don't like posting my email address, so can you contact me through my website? Just fill out the contact form.

Thanks. [REDACTED]

[REDACTED] Posts: 1 June 2007

I bought my 2003 matrix also in May of 2002. My transmission failed last Thurs. night at 118,000 miles. I'm in shock- I never expected this from a Toyota. It is the 3rd Toyota I have owned. I had noticed a noise and had it checked twice, but was thinking it might have been exhaust because it got worse when I stepped on the gas. Neither garage found anything. I don't know yet the extent of the damage. I had it towed to garage, and they pulled it yesterday, but hadn't torn it apart yet to see what went wrong and the extent of the damage. I called a Toyota dealer and of course they basically laughed when I told them it had 118,000 miles. I will call the customer service hotline though. Clearly there is a problem with this transmission. I would be happy to join in any collective action. Toyota should stand behind this product and if they have a problem should step up and solve it.

[REDACTED] Posts: 1 June 2007

COUNT ME IN!! Blown Transmission, extremely pissed off.

2003 Matrix XR 5sp. 102,600 miles. Bought May 2003. Well maintained and serviced at regularly scheduled intervals by the Toyota dealer. Not a single mechanical problem until a slight grinding sound (coming from either the clutch and/or transmission, when in gears 1-5) popped up 2000 miles after my extended warranty expired at 100K. It sounds like this was in fact the bearing. Last night the tranny blew as I was driving it to get a second opinion after the local Toyota dealer offered only an entire transaxle replacement for \$3500. I'm planning to do a dealer trade-in with them and work a deal on the price of a new Prius. I'd prefer to never buy Toyota again because of this, but it is my best option for salvaging the most value from the car. Toyota has not lived up to its reputation, and hasn't done anything to help me. Needless to say, I to am extremely dissapointed and would love to join the fight.

[REDACTED] Posts: 3 July 2007

I found this site after Toyota told my wife they wouldn't cover anything towards the replacement of her clutch and transmission, after 76k miles. It seems there's a real problem here, and Toyota needs to acknowledge it. so what do we do next? Any attorneys out there?

[REDACTED] Posts: 2 July 2007

I also own a 2003 matrix xr, and as of today it also needs major transmission work. I replaced the gear oil @ 100,000 miles and it was as black as dirt. That seemed to calm the noise for a while and then it started to chirp, now it sits in the driveway and won't even go into gear. This will be the last toyota I ever buy.

[REDACTED] Posts: 1 July 2007

My '03 Matrix manual transmission went at 104k (km) .

All the tramination need to be replaced. This job cost 4300\$ at a Toyota Dealer.

A failed to change transmission fluid which Toyota Canada said meant the warranty is over. They offered

much they would charge me. And to tell them I was quite surprised with such an important failure at 170,000km.

When I told the service manager what my problem was, he looked at me with the same surprised expression I would have expected from him if I had told my car was able to fly. As if it was the first time he heard of such a problem on a Matrix. Coincidence, a mechanic entered the client area from the garage, saw his face and asked what was happening. He had to tell him I had a problem with my transmission bearing. «Oh, I'm not surprised, we have changed quite a few of them».

Isn't that funny? It looks like they don't give the mechanic the same training they give the front desk people!

And the training they give them doesn't look very good either, because when I asked if it would be better to install a used transmission instead of fixing mine, he answer me that a used one would be likely to break again pretty soon...

So Toyota people seem to have humoristic aptitudes. And according to what I just read on the forum, I guess I will receive that kind of answer to the mail I sent to Toyota.ca this afternoon: «We have received quite many complains about that bearing failure on 2004 manual Matrix, but we maintain our point: there is no reported problem with that transmission.» I'm really looking forward to reading their real answer...

Posts: 3 March 2009

Yea that was the diagnosis of Pep Boys when I brought it to them. They actually recommended I essentially run the bearing into the ground if I can't get the warranty to cover it. My power train warranty goes to 60K, claims to cover the clutch casing but not to cover the clutch lining. It says nothing about the throw-out bearing. My pessimistic prediction is that the dealership will try to tell me the throwout bearing is another wear-&-tear item, (I know it can go for some of the same reasons a clutch disk can) and isn't covered under warranty. I am wondering if referring them to this forum, and in general pitching the case that people buy Toyotas for their reliability, might make them reconsider their verdict. We'll see.

SF Bay Area Posts: 12,695 March 2009

If I were you I would push that angle to the max. I don't consider a throw-out bearing to be a "wear item" in the same way a clutch lining is, that's for sure. If the dealer won't go to bat for you, you can contact the regional rep for Toyota independently and try to get satisfaction that way. Good luck 2013 Civic SI, 2009 Outback Sport 5-spd (stick)

Posts: 1 April 2009

I purchased my Matrix last year. The manufacturer's warranty expired January 09, and TADA the following week my transmission was hemorrhaging fluid. Apparently yes I need a new bearing and there is some give in the axle. A sweet mechanic replaced the seals hoping that would solve the problem. WRONG! I purchased this vehicle for the fact I have trusted in Toyotas, and now this. I am a single girl and barely making ends meet as the state of CA has robbed me blind. I have tried every road possible to get this resolved and people look at me like I am stuck on stupid. My Matrix currently sits in front of my house. If any of you find any sort of recourse for this.. please let me know. I am tired of mooching off others to get places. Irony they replace the bolts in the windows but obviously there are issues with the transmissions (which they deny when I emailed Toyota). :mad:

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\$2000 as a Goodwill gesture. So I still have to pay 2300\$. I look to repair by independant transmission garage and the cost for a used one is 1500\$. What do you think I should do : accept their offer (cost 2300\$) or buy a used one (1500\$)? thank

Posts: 5 July 2007

Well, how many km would the used one have on it?

Judging by the posts in this forum, it's pretty likely that a 5-speed manual transmission from a 2003 Matrix, will fail at about 107,000km (+/- 5000km)

So, if the used transmission is less than 102,000 km old, you'll put it in and it will probably fail.

As sad as it is, I'd just get it fixed, if I was you. :sick:

I would also print out all the posts in this thread and talk to a manager and get them to cover the entire cost of the repairs based on the fact that these transmissions are bad. :lemon:

Posts: 3 July 2007

The same thing just happened to my wife's 03 5 speed. 76k and the transmission and clutch blew out. So far Toyota has offered nothing, but we're starting to get our notes together. Maybe if enough of us got together and approached Toyota with one voice, they'd have to acknowledge that there is a problem.

Posts: 20 July 2007

I am working on a website about this. I am going to hopefully have it show up at the top of google searches and will include all the info on here, and hopefully it will get more responses from people.

Posts: 3 July 2007

Keep me posted on that website. We're really steamed with this whole issue. Thanks

Posts: 1 July 2007

I don't own a Matrix, but my 2003 Corolla S's 5-speed manual transmission with 63k miles is displaying similar problems as described here.

The car was making an abnormal noise when in all gears, with the noise level increasing with the RPMs. I wouldn't describe the noise as grinding, however. The noise was similar to the normal idling noise, but sounded like the rotations were off-balance - the noise had a cyclical/oscillating quality.

I took it into the dealer, and they've indicated the transmission needs to be replaced. I haven't been told exactly what the problem is/was, but faulty/failing bearings seems plausible.

Thankfully I purchased the extended warranty and the repair will be covered (~\$3k US).

Posts: 1 July 2007

My 2003 Matrix transmission failed two days ago at 150,000kms. I was shocked to find this thread. It is still in the garage, no estimate until Monday as they are taking it apart. I am really pissed.

Posts: 2 July 2007

Got my 03 matrix back today \$2100 poorer. They replaced the tranny with one from a 2007 that had 7000 miles on it. I'm saving my receipt from this in case it goes to a class action lawsuit. I also asked the owner of the transmission shop how often to change the gear oil inside the tranny and he said every year or 30,000 miles. As much money as i now have wrapped into this car i'll be joining Al Bundy in the million mile club.

Posts: 1 July 2007

Add me to the list. 2003 matrix with 91k miles, dealer wants \$3200 for a new tranny, 2800 for a used. Both with only a 1yr warranty! :-)

Posts: 5 July 2007

2004 matrix 5 speed transmission blew at 110,000 miles. The clutch was gone too. Cost is \$2625.00 for a REBUILT tranny and clutch. This is crazy !! Has anyone heard of a class action lawsuit beginning yet? Something has got to be done. No car should do this at mileage its' happening. This is my 6th toyota..and it's my last.

Posts: 4 July 2007

This one's typical:

'03 Matrix, purchased brand new December of 2002.

85,000 miles

Just started showing all the symptoms described throughout the the various posts, grinding at low rpms, progressively getting worse (louder) Grinding started exhibiting itself halfway through my drive from Chicago to Denver. Stopped in Nebraska at a Toyota dealer, 3 certified Toyota mechanics scratched their heads, couldnt figure out the problem was (other than "we think it's either your transmission or clutch..."). Said to just push on through to Colorado, and deal with it when I got there. Well I made it, and I'm taking the car to couple shops tomorrow, to get it checked out again (I suspect it's the blown transimission issue), dont know what I'll do at this point. Gotta figure out how to get it back to Chicago, as cheaply as possible... never expected this from a Toyota w/ such low mileage.

Posts: 5 July 2007

I knew it was coming. I travel a lot & rented cars to avoid breakdown far from home. Thought the humming & grinding was bad, but when it fell apart, it literally sounded like it fell out & it blew the clutch @ that moment.

I have transmitted my whole case to the APA. They were very interested and mentioned they receive many complains regarding those transmissions. And they were not surprised Toyota did their offer by phone. And as they predicted, Toyota did not reply to me by written, even if I asked for it and even if they said they would.

If you hear your transmission start to make a very faint and distant noise, act fast with Toyota so they will have time to answer before you fix everything...

And by the way, I have friends that work in different media dedicated to automobile and for sure, I will manage to have that story reported so people know what to do. And who they deal with.

One last thing: I have two friends who followed my case closely. Both have old Toyotas, a Tercel and an Echo. One will switch to Hyundai, the other to Honda. That doesn't put a cent in my pocket, but it doesn't put any in Toyota's either!

Posts: 4 May 2009

I know this is a Matrix forum - but I have pertinent information as I have been dealing with the same issues on my 2003 Pontiac Vibe (same lovely Toyota drivetrain). I too had a bearing disintegrate the week after Christmas at 124,000mi that wallowed out my housing to the point of replace rather than fix. Good luck finding a good 5-speed! I have been researching other options, and just yesterday purchased a used 6-speed Matrix tranny. The castings are identical except for the end one that houses 6th gear, and I have found only that my Vibe speedo gear will need to be used - I haven't swapped it yet, and will post if there are any problems. From what I have seen, and what I have been told, the 6-speed is a direct replacement. I am including the website where I found my info and purchased my clutch kit: <http://store.monkeywrenchracing.com/> They were very helpful to answer my many questions. I have been watching this forum hoping that someone would post a better solution, or that Toyota would finally issue a recall, and I had read where someone else posted that the castings were different between the 5 and 6 speeds - but so far I don't see any difference, except what I already mentioned. I will post again if I run into any problems installing unless someone gets ticky that mine is not technically a Matrix - but consider, if this goes well, it will be partially a Matrix! I hope this info will be helpful to someone else out there going through the same ordeal I have been. Thanks, April

Posts: 4 June 2009

Just a quick update - no snags at all. Dropped my 5-speed speedo gear into the 6-speed's bell housing, new clutch assembly(ordered for 6-speed), same old axles, a wire loom holder from the old tranny(not necessary, just picky), and buttoned it all back up. Added synthetic gear lube as recommended, and an oil change too from sitting since December. After charging the dead battery, runs and drives great again!

Posts: 4 June 2009

Wow! After reading this entire thread, I feel that I've been very lucky. I purchased a 2003 Matrix XR with 5 speed manual transmission in March 2002; so, a very early Matrix. For over 7 years, it had no significant problems other than the windshield cracking immediately when hit by a rock; rocks are sharp around here and the car now has its 5th windshield! I finally had the air conditioner relay problem at about 195,000 miles. Fortunately, that was only about \$100 to fix and I had an oil leak fixed for \$150 at the same time. There were also two accidents with extensive body panel damage but no mechanical damage. The passenger side was wiped out and cost \$9K to repair in December 2004 and the rear was caved in and cost \$8K in May 2005. But, neither of those accidents were the fault of the Matrix--and they weren't my fault either. The most annoying

thing is that the body shop had trouble getting Matrix parts and I was without my car for 7 weeks in the first accident and 8 weeks in the second. (And, after never being in an accident in over 30 years of driving, two stupid accidents that weren't my fault in less than 5 months began to make me feel like I was driving around with a "Hit me!" sign on the Matrix. :sick:)

There were no transmission problems until at 205,000 miles in May 2009 a rattle developed when the car was moving and in gear. It went away when the clutch was pushed in. Two shops thought that it was the flywheel going bad, so I had the flywheel and clutch replaced for \$1K. That didn't stop the rattle and the suggestion was a bad bearing(s). With another 1,000 miles of driving the rattle was getting worse, but the car still drove OK. After reading about the 2003 Matrix manual transmission experiences on this thread and elsewhere, it began to look like this could cost about \$2-3K more and be time consuming. I'll be driving a lot this summer and needed a car right away. So, I traded in the 2003 Matrix for a 2009 Honda Fit. (I love the Fit, although its seats aren't as comfortable as the Matrix.)

I only got a \$2,500 trade in on the Matrix due to its transmission problems and some minor body problems. But, that was about what I expected based on the used car price calculators here at Edmunds. My Matrix was a great car and I got my money's worth from it! I'm sorry that many of you have had transmission problems and feel fortunate that mine didn't happen until high mileage.

Posts: 11 June 2009

Hi, I guess I want to add my woes to this thread. I need some advice from people who have had similar experiences with their 2003 5 Speed Toyota Matrix. My car recently broke down about 2 and a half hours from where I live. My car was towed to the dealership where I was informed I would need a brand new transmission. The car has 103,000 miles on it. This isn't supposed to happen. It couldn't come at a worst time financially and I don't know what to do. I JUST decided to sell my car a week ago after I realized the car payments just weren't in my budget. Irony? Yeah. The dealership is quoting me \$2900 for a new transmission. They said they can get a used tranny in there for \$1900-2100, but I would like to avoid that if possible. Jasper Engines doesn't have a transmission for that year, so I think I might be stuck with putting in the new transmission. I am waiting on quotes from shops in the area, but it is a very small town and I think that is going to be the standard price. My question is: if this whole thread is dedicated to defective transmissions, what will happen if I put in the same transmission again? Will it just go out again in another 100,000 miles? I still owe \$3000 on the car, so selling isn't an option because I will come out at a big loss and I don't want to screw someone else over and I wouldn't have enough money for another car. I would really appreciate any advice or stories of how people resolved their issues. Any tips on contacting Toyota directly to see if I could get a discount on the part? Thank you!

Posts: 7 June 2009

I bought a rebuilt transmission from Anaheim Gear, in Anaheim CA, they warranty their tranny for one year and said that Toyota just got a bad batch of bearings, and that I shouldn't have a problem with it. the tranny cost me \$1000 after trading in the old one. I recommend looking them up. I swapped the tranny myself, which is no small task but new tranny and clutch and misc expenses cost me about \$1200. but it took some work.

Posts: 11 June 2009

Thanks for the response, [REDACTED] Since the car is 2.5 hours away from me, I decided to just get the dealer to replace it for 2900. I was just passing through that town, so if it breaks down again I need to be able to take it

Posts: 4 July 2007

Wow, so you drove 20,000 miles with the grinding before it blew? Hey all you other guys, how long did you drive w/ the grinding before it just puked out?

Posts: 5 July 2007

Yes...it began very faint and progressively got louder and louder. We own courier business...so 20k miles comes quick for me. The last 5,000 I didn't drive it out of town - I thought any minute it would go because it got SO loud. Thank goodness when it did...I was 2 miles from home.

Posts: 4 July 2007

I'm at 85k, no warranty, on vacation in Colorado (home is in Chicago). Would you recommend new tranny, or rebuilt? Also, would you recommend using an independant Toyota certified mechanic, or taking it to a local Toyota dealer to have the work done? What did you wind up doing?

Posts: 5 July 2007

Our 2003 Matrix XR has 107km's and we had to have the transmission replaced as the old one was completely shot. I believe Toyota knows there is a problem but feel it would be cheaper to ignore us (who have problem cars) than to issue a recall so keep calling them at 1-888-869-6828 and let them know that this issue is not going away until they address it properly. When we called them at this number they said they were unaware of any problem with the Matrix and that they had received no calls from customers complaining about it. So PLEASE CALL!!! Maybe a call to an investigative news show is in order?!

Posts: 5 July 2007

You may want to check into CAMVAP (Canadian Motor vehicle Arbitration Plan). Go to there website @ camvap.ca or call them @ 1-800-207-0658. It's a free program. Please call them, it's got to be worth \$2100. I am in a similar situation, 107,000kms, had trans.fluid changed @ 99,000 and now @ 107kms trans.has to be replaced!

Posts: 1 July 2007

I was considering buying a new toyta matrix but all of this has me worried!!!! should i get a fit instead? or a nisson versa? [REDACTED]

Posts: 1 August 2007

I have been hearing about a class action suit against the Toyota Matrix transmissions. Is this true to anyone's knowledge? My dad purchased a used 2004 Matrix with low miles and since he is a courier he puts a lot of miles on his car. He got to 199,000 miles before his transmission went out but when he went to have it repaired he found out he had 1 of 4 prototype transmissions that cost him \$4200 to rebuild. He would have paid over

\$4000 just for parts if he would have went through Toyota. Luckily the mechanic searched high and low and found the parts he needed all throughout the United States. Has anyone heard about this or may possibly have one of the other three? Thanks in advance for anyone's input.

Posts: 3,666 August 2007

Well with 200K miles, you certainly got your money's worth out of it!

Posts: 1 August 2007

My wifes 03 matrix xrs 6sp, had the clutch replace twice, a piece of garbage to me. Also the belts 3 times, o2 sensor twice, plugs and coil twice tool total cost to me around 4000 dollars and that's not included the tires and other stuff too. She has 2 payments left and it's goodbye toyota forever! Toyota knows it has a problem with this car but won't do anything to it, it's just going to replace it next yr with the blade. This has been the worst car she ever own and for me too (money to fix it). Too many people say she does not know how to drive a manual, but she's been driving for 30 yrs (always a manual) and never had this type of problem before. J.D. powers need to send out a new survey after 2 yrs and ask people about their cars and get the true answer to other folks out there. Just my 2 cents! Goodbye toyota soon! P.S. mileage is only 86000 miles

Posts: 3 August 2007

I am in tears. I also, have owned other Toyota's and have to rplace my transmission at 110K miles and I have 12 months of payments. \$4,000 to replace tansmission. 2004 Matrix stick shift and I drive to work that is a 40 minute trip up and back everyday. Changed oil at 3,000 miles. I am crying. I can not believe this is happening I loved this car and had no problems other than oil changes. Why is this happening I thought I could go more miles than this. I am not happy and stand by you! What can I do? Should I dump this after replacing transmission? I am going to call and complain but who do I complain too???

Posts: 3 August 2007

I am the New case for August 13, 2007 Lucky(13) 2004 Toyota Matrix 5 speed manual Trashed transmission at 110K miles. No problems until now Original owner. Never had a problem until NOW. What can I do? pay the \$4,000 along with 12 more months of payments. And sell this car. Not far to the next person. Please help me with advice or direction???

Posts: 5 August 2007

If you are in Canada start by calling Toyota customer relations at 1-888-869-6828. If you can't get any satisfaction from them then call CAMVAP (Canadian Motorvihicle Arbitration Plan) at 1-800-207-0685 or check there web site at www.camvap.ca . They know they have a problem but for them it is cheaper to ignore us than to do a recall so it is important that you call. Even if you are not from Canada still call CAMVAP and they should be able to give you a number to call for your country.

Posts: 9 August 2007

Well, I think it is time to do something, I am just not sure how to go about it. I think the first thing to do is to get

somewhere local.

A note to other victims of this crackerjack transmission: I just got off the phone with Toyota's national customer service line. The woman I spoke with said that there is no documentation of a similar problem with the 2003 Toyota Matrix 5 speed, so there was nothing they could do to help me. I know that there is an acceptable amount of complaints that they will field before acknowledging the defect or issuing a recall, but she told me that it was confidential how many complaints there have been so far. Because I haven't taken the car to a dealer to be serviced (and pay twice as much), they were unwilling to offer any help through their "goodwill" program. I am in law school and told the woman that in two years I will be an attorney and have nothing better to do with my time than spend the next two years researching this and mounting a case. I was hoping that would have had a more dramatic effect, but she just cheerfully thanked me for calling Toyota. Oh well. I encourage everyone on this site to call Toyota and lodge their complaint. While there will likely not be any immediate relief, at least there will be a record. Maybe one day we can file a class action suit for the defective bearings. I am not imagining anything big or dramatic, but if there are enough people with the same problem, we could at least collect what we have paid on the part and the service. That number is 1-800-331-4331. In the meantime, everyone should keep a copy of all service records and detailed accounts of conversations with any Toyota employees and what they have said.

The other consideration is that if the transmissions are giving out at or around 100,000 miles, there may be a lot of Matrix owners who have yet to reach that mileage. So, this could just be the beginning of a huge problem for Toyota. Good luck to everyone.

Posts: 2 June 2009

My standard 5-speed 03 Matrix suddenly shifted from 4th gear to neutral while I was driving on the highway this morning. While searching for anyone having had a similar experience, I found your posting, as well as the postings about Matrix transmission failures around 100K. My car has only 62K miles - I'm now worried about whether the "slipping to neutral" is a precursor for the failed transmissions discussed in the other postings. Have you found out anything more about the problem?

Posts: 2 June 2009

I am looking to purchase a new Matrix or Vibe, can anyone tell me if the transmission problems still exist and are the problems only with the manual transmissions?

Posts: 11 June 2009

I haven't found out anything else beyond what they told me initially. Once they get the old transmission out, I will put another post about what they said went wrong, specifically. I will tell you that starting about six months before this happened, I noticed that the car was driving differently. There seemed to be a lot of "road noise" and it seemed like the car was working a lot harder to keep up anything over fifty miles per hour. When the car actually broke down, I was pulling off the interstate and there was a loud clank and the stick felt very loose all of a sudden. Then there was a metal scraping sound (which I think was probably my shift plates scraping against each other?) The car would lurch suddenly every quarter mile or so. I kept driving a little further to an oil change place and the mechanic got in the car with me and immediately identified the problem as bad bearings in the transmission. I didn't have the option to stay where I was and he told me to drive back home and he thought I could make it. Thirty miles later, then the car knocked me out of fifth gear and went into neutral. I tried to get it back in and it went into fourth for about one minute and then the speedometer went to zero. It just

completely broke down from there and I found myself on the side of the road in Alabama in a grove of trees with the ten commandments nailed to every tree. It was peculiar. I know this is a long and boring description, but maybe it can help you. I would say call Toyota and take it into the dealership for any problems you are having. Since you are at 62K, that is close enough to their original warranty that if something catastrophic happens you are covered. Raise holy hell if they try to say they won't cover it. EVERYBODY needs to call Toyota and make a record of the problems they are having or they will never issue the recall.

When I get my car back next week, I will post a follow up of what the mechanic said.

Posts: 11 June 2009

From my understanding, it is just in the manual transmission. Other than this whole mess, the Matrix has been great. The only other complaint is that the cheap plastic Toyota parts fall off all the time.

Posts: 10 June 2009

Sounds like the same thing that happened to me. But, it has happened to me twice already with 2 different transmissions. I think everyone with this transmission problem should contact toyota and they should be forced through a class action suit to recall these matrix's. Other than that I have had great success with my matrix. I just filled up the tank yesterday and got 43MPG!!!! with 165k miles on it. Update when you can, T.

Posts: 1 June 2009

My 2003 standard 5-speed Matrix has been slipping out of 3rd gear. I have to hold the stick in 3rd gear position (with a pretty good amount of force) until I completely let off the clutch or it will slip into neutral. I brought it in this morning thinking maybe I would need an adjustment on my clutch since I just had a brand new transmission and clutch installed in January 2008. The technician called me and told me the transmission is bad and they recommend replacing it. Apparently the internal gear fork is worn pretty badly which is causing the slipping. I can't imagine putting another new transmission in after only a year and a half. I love the car. The transmission has been the only problem I've had with it. I just hate to dump another \$2.5-\$3K into it. I don't know if this is similar to your problem, but thought I would share my experience with you and any others experiencing similar problems.

Posts: 11 June 2009

I wish I could emphasize enough to everyone about calling Toyota and registering a complaint about this. I have the number listed in one of my earlier threads. With enough complaints, they will issue a recall.

Posts: 7 June 2009

did toyota replace your transmission the first time? I hope you have a warranty on it. I've got a one year warranty and I think I'll drive my matrix as much as I can to make sure it won't break

Posts: 2 July 2009

I wrote a message a week or so ago, about having my 03 Matrix 5-speed suddenly shift all on its own from 4th to neutral on the highway. Thank you, those of you that responded to my posting. I took my car in to the dealer the next day, but they were unable to get the problem to recur, and so just charged me for the test drive and sent me home with my car. They questioned whether I could have bumped the stick, or not had it completely in gear... The conclusion (for them) was that it was a "freak" occurrence. (I had made mention to the service person about having read about transmission problems on the net, and that I had found another person with

everyone's contact information as a group of people is much stronger than one person. We need to get the serial numbers of all the cars this has happened to, all of the old parts and a lawyer who would be willing to take this on. My car is getting noisier by the day and I am just waiting for the tranny to drop out! Very frustrating, disappointing and I certainly feel your pain. I have been quoted as \$3000 to replace my tranny when it finally goes and I have already spent over \$3000 on tires, a new clutch, oil changes, timing belt and fluid changes in just a year...this car is a money pit. So, is there anyone out there that can help get this thing off the ground??

Posts: 9 August 2007

I agree, this is the worst car (2004 Matrix XRS) I have ever owned...it is truly a lemon. My 94 tercel is a much better car but unfortunately my mom won't give it back!!

Posts: 5 August 2007

Please!! start by checking out CAMVAP at 1-800-207-0685 or camvap.ca . When you call you will either be talking to Mindy or Jill. CAMVAP's decisions are legally binding and if enough people contact them they will be better able to understand the scope of this problem. At least call or go online and find out what it is about!!

Posts: 13 August 2007

Yet another victim. Glad to see i am not the only one. 125,000 km's and it started getting louder. Its now really loud at 135 km's. Dealer is suggesting a new tranny! This is insane. Pure junk! I bought a manual thinking it would be cheaper to repair? Wrong! 3K to rebuild and install. If you check ebay, plenty of automatic trannys available for sale, no manual trannys? hmmm...??? obviously demand is very high for manual transmissions leading me to believe this is a very common problem.

Posts: 3 August 2007

2004 xrs clutch went out at 4,000 miles, toyota paid. clutch went out again at 23,000 miles, toyota said I ride the clutch and I had to pay. 27,000 miles today and the clutch is slipping. The car is a piece of crap. I had a 92 Honda Civic si Hatchback 5 speed with 320,000 of MY miles on it and replaced that clutch once!!! SUDDENLY I CAN'T DRIVE A STICK! Toyota says that I am the only one they ever heard of with this problem. The clutch is under engineered and there is NO class action lawsuit that I know of. OUCH WHAT A FEELING! Should have bought a Honda!

Posts: 3 August 2007

This is for Canadians! I can't even get lemon law action since I live in a different state from where I bought this piece of JUNK. I just tried to trade it in today and guess what, IT'S WORTH NOTHING!

Posts: 1 August 2007

I have a 2004 XRS manual six speed and my clutch is slipping. Dealership says that it is normal wear and tear therefore not covered by the 60K powertrain warranty. Now if it is were an automatic it would have been covered. But apparently b/c I am an idiot and don't know how to drive a stick...and being a girl....I must not be driving it right and need to cough up \$1200 to have it replaced. This is crap...too many people are having the same problem...Count me in on what ever action needs to be taken. I also keep having a problem with my alignment...anyone out there have the same issue? :confuse:

Posts: 1 August 2007

I am considering an 08 Matrix but have read about all the problems with 03 & 04 models.

Does anyone know if the problems have been solved in later models (such as 07 or 08s)? I also don't find mention of these problems at sites other than Edmunds. Any consumer reports or other mentioning these transmission & clutch problems? Any help would be appreciated Thanks, Dave

Posts: 3 August 2007

I've also put in my 2 cents at matrixowners.com. The real problem is with the dealers and the company itself. They are the ones that have decided, in spite of numerous complaints, that there is no problem. Three years later and my top of the line Matrix xrs is worth less than 1/2 of what I paid for it. 27,000 miles and my 3rd clutch is slipping. I'll NEVER buy a Toyota product again! My advice, buy a Honda! Good luck

Posts: 1 August 2007

I have 2003 5 speed with 180 k. the main bearing is going getting louder daily did anybody have any luck with toyota with this problem

Posts: 13 September 2007

ok...here is an update..I took my car into a mechanic and he swears it is not the transmission...so I agreed to let him take it apart. Turns out it is a clutch throw bearing?? haven't received the final bill yet however I will keep everyone up to date. considering it is about 10-12 hours to get the transmission in and out I don't anticipate that it will be an inexpensive repair but still less expensive then 1800-3000 which is the quotes that I was previously getting. There is no doubt a defect on this transmission and I believe that this problem has caused my clutch to wear prematurely. As another side, I had a seized caliper on my matrix just the other day. You can get a rebuilt caliper from NAPA cost is \$80.

Posts: 3,666 September 2007

The clutch throw out bearing, normally only becomes engaged and spinning when your depress the clutch pedal. The face of the bearing is what actually presses against the fingers of the pressure plate, which when the fingers are pressed release the grip on the clutch plate (allowing the clutch plate which is connected to main shaft of the transmission to stop spinning).

Normally when there are throw out bearing failures, you'll find that the driver rests their foot on the clutch (thereby keeping the bearing spinning), or the clutch is improperly adjusted and the bearing doesn't release far enough away from the pressure plate.

That's a cheaper and easier parts fix compared to a transmission bearing where you have to take the transmission actually apart. In this case, you just are unbolting the transmission from the engine. The throwout bearing and clutch are in between the engine and transmission.

Posts: 13 September 2007

Updated to the 2003 matrix with transmission problems. It turns out it was the main bearing just as with all of

the exact same problem. They didn't offer any response to that.)

I took my car on a 3 hour trip the following weekend, and the "spontaneous shifting" happened again (from 4th to neutral), twice in succession. I was going up an incline on the highway.

On my return, I checked out this site again, and read even further back in the postings. I came across one posting in which the NHTSA site was given. I went to that site and it looked as though this was the organization that investigated the power window regulator bolt problem on the Pontiac Vibe. I'm wondering if this is what led to the subsequent recall. I found no investigations on their site looking into the Matrix transmission problems or bad bearings. Has anyone submitted a request for an investigation yet? I'm including the website here, again: <http://www-odi.nhtsa.dot.gov/index.cfm>

I'm heading back to the dealer again. We'll see what they say this time...

Posts: 11 July 2009

I am going to pick up my Matrix tomorrow from the dealership with the new transmission put in. I will ask them if that is a sign of what eventually happened with my car. I will also post exactly what they said and any other problems that cropped up as a result of the failure. Good luck!

Posts: 10 July 2009

Toyota did replace my first transmission 23k miles "under warranty". They said, "there must have been aluminum in the transmission from the factory". But the second one they replaced had a faulty bearing in it "no warranty" 123k miles. However, this one has done OK thus far. I think everyone should call Toyota and complain or contact their State's Attorney Generals Office in which I think I'm going to do this week, so that we can get this thing rolling, because if enough people complain then there will be a recall. T.

Posts: 11 July 2009

Well, I picked up my Matrix on Friday. I am supposed to have a year warranty on the new transmission, which is one of the reasons I decided to have Toyota do the work. When I asked the parts manager about some paperwork for the warranty, he told me that it was in their system and I didn't need anything. I politely asked for him to print out whatever he was looking at that would prove that I had this warranty. We went back and forth like this for about ten minutes. I eventually asked him just to jot something down on the back of my receipt with his name and date - just SOMETHING to prove the part was under warranty. He kept refusing and then finally he got exasperated and ripped a page out of his employee manual with information about warranties and thrust it at me. Another employee was standing there and said "I can't believe you just did that!" and he said "She needs it more than we do." I handed it back to him and asked him to sign and date it. He treated me like I was demanding something impossible. I offered to type up something about the warranty, I offered to show him how to hit print screen so that whatever was on his computer screen could be printed out, etc. and I did all of it as politely as possible. Needless to say, I am so underwhelmed with Toyota right now. The car seems to be running well with the new transmission, but I didn't get any explanation about what went wrong or anything else, just a rude man who couldn't understand why I would want something in writing about my warranty. So, now I guess I just wait for it to crap out again after 100K miles. I'm so angry. I am keeping a log of this entire ordeal so that when they finally issue a recall I can demand a refund or raise hell.

I am going to pursue this with the attorney general's office and through the online link that someone provided a few posts back. I am also going to call Toyota and update my complaint file. I like to think that I have better things to do with my time, but I am done accepting poor quality products from huge companies that rely on

consumer laziness to protect themselves from any sort of repercussions from their crappy products.

Posts: 1 July 2009

I have a 2003 xrs with a little over 60,000 miles and bought it used. The guy I bought it from kept it in very nice condition and told me he had a new transmission put in around 23,000 miles. At around 50,000 miles I had to have a new clutch installed and now am having major transmission problems. It would not go into 3rd gear, and then when I got it going I couldn't shift down. I tried backing up and an awfull smell came from the engine area. I limped home in the car and now am going to have it fixed. This is my first Toyota, and my 8th stick shift. I drove the car very easy after the new clutch because I wanted it to last a long time, and no problems for over a year. I will also call Toyota and complain and whoever else that might help me. If anyone can help I would be very grateful for any advice, or phone numbers I can call. I live in southern Michigan and am also going to look for a good auto shop.

Posts: 3 July 2009

Hello, I was looking forward to buying a 04 toyota matrix. Can I know that does the transmission problems both in manual and automatic.

Posts: 117

July 2009 The automatic transmission are not much trouble, but such a small low power motor is more fun to operate with a stick shift. I think the 2006 and 2007 don't have manual trans problems.

Posts: 3 July 2009

Thanks for the reply. Can I also know of the little troubles faced in automatic transmission if u know them. I agree with your statement regarding stick shift option but actually I have a 04 deal available to me in automatic transmission currently.

Posts: 3 July 2009

I'd like to stress the importance of upyourstoyota (great name) message. And I'd like to add to it. Another poster gave the federal website. It is, again: <http://www-odi.nhtsa.dot.gov/index.cfm>.

(Sorry, I can't get it in blue to link, please just copy.) There are currently 22 complaints on the manual transmissions of 2003 and 2004 Toyota Matrixes. (Under the "Components" category, go to Powertrain.) They also give an 800 number if you prefer to call in. Enough complaints can trigger a recall. We need to really push on this. It is outrageous nad it could result in someone's death.

Also call or write or use your State's Attorney General's website to file a complaint. Write to your congressman. If this site alone has 32 pages of complaints, think of how many people must have been screwed.

Further, I am thinking of contacting an attorney for a class action. Please let me know if you are interested.

My 2003 Matrix has only between 62,000 and 63,000 miles. Now I'm supposed to put in another \$4000 on a new transmission - the bearings are shot. I don't have \$4000 laying around. Further, the dealer was trying to find a used one to put in - it would have the same problems as the old and I'd be paying another \$4000 in a very short time.

the other people that have made the claim here. It was not the clutch throw bearings after all Bottom line is that I needed a completely rebuilt tranny due to the main bearing failure. The Mr. Transmission that ended up doing the repair said that he is working on these quite often. There was a Pontiac Vibe in the shop while I was there with the same problem. Makes you say hmmm....oh and btw there is an updated kit for the transmission, not sure if that means that there was a problem identified and it has since been fixed or what?

Posts: 2 September 2007

With less than 100,000 miles on my 5 speed manual, I began hearing a funny noise in June. I ignored it thinking it was a fan and wanted to see what would come of it. Yesterday, Sept. 27, 2007, my car suddenly hardly made it to work. I dropped it off at the mechanic and had him take me to work. Guess what? Yup, to my shock and surprise, it's the transmission. I thought I had a reliable car and how often to manual's have transmission problems???? My wife is due to have a baby this next week. Great timing. Thanks Toyota for going cheap on something that is so important. Next time cut cost on windshield wipers. They're easier to replace. Until I can get it fixed, I'm grinding my bearings and I can't shift into 2nd anymore. Please, somebody offer some advice. I'd be in on the lawsuit, just tell me what I need to do.- tbrane

Posts: 1 October 2007

TRANS
New transmission required, changed fluid at 75.k. Made sure we used synthetic 75w90 just to be on the safe side. Mostly highway driven to 170 k. Compared to the other complainants we were lucky. Started making sounds except when clutch was depressed. Cost quoted by Toyota \$3995 plus tax to replace it. They said they never heard of this problem. We need a lawyer. I used to swear by these cars, had many with a standard and not even need a clutch change, the Celica up to 450 k. If they don't do something to alleviate this, our family will never buy a Toyota again.

Posts: 13 October 2007

The cost for my transmission rebuild at mr. transmission was 1295...had to pay someone to remove it and install it which was another 450...Total cost including taxes was \$2,000. Complete overhaul. My transmission guy had 2 other pontiac vibes he was working on! this is definitely a defective transmission. It is a defective bearing from Japan. The rebuild kit is updated so if you get it fixed it probably won't happen again???fingers crossed! oh, BTW, quote in the US for a complete rebuild was only 2900???

Posts: 2 October 2007

I just picked up my 2004 matrix from my local garage. They heard the noises it made and decided that it was something major from the transmission. I was shocked to hear that there was something significant from a manual transmission other than the clutch. So I browsed this forum and was equally as shocked to read of so many problems with the tranny. I called the shop back to see if they can replace the tranny with a newer used model (2005-2007)if they can find one. Does any one know if the problems have been resolved for the later years or if I can even replace my 2004 with a 2005 or 2006 transmission?

Posts: 2 October 2007

I just wanted to note that I visited this forum about 2 months ago when I first started hearing the noises from the transmission. There were a lot of talk about a pully tensioner and loose alternator pulleys that people thought was making a lot of rattling and grinding noises from the engine compartment. I am willing to bet that they are actually having problems with their transmissions and that this really is a defective product from the invincible Toyota! Unfortunately unless there is a safety issue, I don't think we are going to get lucky with a recall.

Posts: 2 October 2007

I called Toyota and pretty much got nowhere. They said that they haven't heard any complaints. However, I told him about all the complaints that I've read about on this message board. I would encourage everyone to call Toyota, even if you have already done it and make them write up a case report. If we get enough complaints, then they will either recall the transmissions or could reimburse us if we've had to get it fixed already. We should keep calling every week and bug them. If enough people bug them, they may decide to listen. It certainly can't hurt. In the meantime, my 2003 matrix is at shop.

Posts: 1 October 2007

My mechanic told me that the growl from my 2003 Matrix XR at 132,000km was a transmission bearing. After finding out through these posts that 2003 and 2004 Matrix do indeed have a problem, I found out from a Toyota mechanic that the bearings had been upgraded on 2005 models onwards. Armed with a printout of these posts, my service records stating that the fluid had been changed per the service manual, and the information on the upgraded bearings, I visited the Toyota dealer where I bought the car 5 years ago. After some (pleasant) discussions with the owner, and a few delays while Toyota head office got back to them, they agreed to rebuild the transmission for free, as a goodwill gesture. I have no idea how they did it, no idea who paid for it, all I know is that I now have a good vehicle. Oh, and the dealer recommended a new clutch, which he supplied and installed at his cost of \$275 CDN plus tax. And I have to say the dealership owner was really helpful, offering me a good trade-in value and a good price if I had decided to trade in the Matrix for another vehicle. In my opinion, while the transmission should not have failed at 132,000km, I am very obviously very pleased with the outcome, especially the way the dealership treated me. All I can say is, here's a story with a happy ending, please feel free to use this as a precedent with Toyota and get them to do the same thing for you! Good luck!!

Posts: 28 October 2007

I just had my manual transmission completely fail halfway home from Boston to Halifax. The car had to be towed back to Canada and left at a Toyota dealer in Fredericton. Needs a new transmission due to a failed bearing. It's 5.5y old with 80K. I serviced it on schedule at Toyota and they have only agreed to cover 60%. Is the new transmission they put in going to be like those in the 2005 and later or the same junk it originally had? I am planning to sell asap if anyone wants it! They did not offer me a good trade-in value, only about half what it should be worth.

Should I buy a Nissan Versa or Toyota Fit or try the newer Matrix??

Posts: 4 November 2007

The manual transmission just went out on my Matrix yesterday. The car has less than 60,000 miles, so this

agency to send it to as well (will get their attention more). I think that sending it to Car Talk might be the best bet. The other avenues listed in the previous threads are also great ideas and everyone should take the time to fill out their complaints. Think of it this way: it will take fifteen minutes tops and there is a chance that you could be reimbursed the thousands of dollars that you spent replacing a defective part. A chance at \$3000+ aint bad for fifteen minutes of effort.

Posts: 1 July 2009

I left the local Toyota dealer today w/ my hair on fire. My 04 Matrix xrs needs clutch/bearing work to the tune of \$1200. The car has only \$130K kilometers (less than 80k miles) About 90% of those miles are highway and or rural road driving & the car has been scrupulously maintained. My previous Hondas ran into the high 200K miles before I ever spent a nickel on transmission work. Until this, I had really been satisfied w/ this car. Now we'll see if Toyota is interested in keeping me satisfied by how they handle this.

Posts: 2 August 2009

I have a 2004 Corolla S with a 5-speed. The car just turned 91,000 miles. While driving on the interstate the other day the transmission locked up. I thought it might be the clutch.....but after removing the transmission from the car I was informed that the clutch was fine and my transmission was junk. I see that there are a ton of posts concerning this issue. I would like to be involved in any collaborative effort to get Toyota to acknowledge this issue and refund all of us the thousands of dollars that have been spent to repair our vehicles. Please feel free to contact me at grooveunion at gmail dot com with any avenues I can take to help resolve this issue. - Bryan Shepler

Posts: 2 August 2009

I have a 2008 Toyota Matrix. For the past 8 months it has started making a popping noise. It sounds like it is coming directly below the center of the engine. A popping noise occurs when the gas pedal is engaged coming out of park to drive or reverse. This is an automatic transmission.

The dealer has looked at it numerous times and nothing is found. Has anyone had a similar experience and learned the source of this problem?

Posts: 2 August 2009

Posts: 1 August 2009

Our 2003 with 124,000 miles on it is having the transmission and clutch replaced as we speak. As a long time Toyota fan I was shocked to have this major expense at a relatively low mileage. I expected 200,000 with few problems like our previous Camry. I would be delighted to join any action planned.

Posts: 10 August 2009

My 2003 Toyota Matrix now on to my 3rd transmission with 168k has begun making a grinding noise when I press the accelerator more than half - way down. However, it doesn't do it all the time, but when it does make this grinding sound, it is very noticeable. Any suggestions or anybody have an idea of what it might be, please let me know? Also, has anybody begun a CLASS ACTION SUIT against toyota? Because I am getting ready to file with my attorney generals office to get this started. I believe we need to make a list of names, years of car, make/model, to get this in some sort of order if anybody wants to be in charge of this, please let me know? Thanks, [REDACTED]

Posts: 1 August 2009

Our '04 Matrix, which we've been satisfied with until now, completely blew this weekend on a road trip. we heard a grinding noise at 120km/h and within 10k to the next exit, it went from bad to worse. we couldn't even get it into reverse by the time the tow came. our extended warranty expired less than a month ago! we were under the 160,000 km at 155,000. needless to say we are unhappy - toyota really has done nothing to help us

but drop us off at the gas station to wait hours until a ride could come for us, slapping us with a new transmission cost of \$3500+ and we are so disappointed to have to eat this cost. the service guys acted as though this has never happened...but I'm seeing that lots have had this happen. I drove an Isuzu rodeo into 150,000 miles with nothing but regular oil changes....I never expected this from a so-called quality car!

Please email if anything has happened out there with a class action suit. I'll file a complaint from that ODI link as well as car talk. Please get in touch - [REDACTED]

[REDACTED] Posts: 2 August 2009

We are from Edmonton and my son goes to school in Utah. He was driving to Colorado last week and his 04 Vibe started making a kind of whup whup noise which stopped when he pushed the clutch in. It has 208,000 km and we just made our last payment on it this month. (figures) It has been a fantastic car (mainly highway driven) and we have maintained it well. After reading on here and on Gen Vibe, I figured it was a transmission bearing, and when he took it to a mechanic on Monday, it was confirmed. The mechanic told him that he should drive it back to Utah and just let the transmission die since it would have to be replaced. He said that the bearing parts were throughout the tranny. I can't figure out how he would know that since he never took anything apart, and think that he just didn't want to work on the car. Fortunately my son is getting his car taken back to Utah on a trailer, but once he has it back there, will he need the complete transmission replaced? It still works fine - just has the bearing noise. I read about a third party bearing kit - will a transmission shop know about that? About how much will we be looking at for cost? Any opinions? There is no grinding - just the loud bearing noise.

[REDACTED] Posts: 20 August 2009

Well, when I had the bearing failure, like many people, it is a grinding sound. I guess the bearing could fail it many ways. At any rate, go to a transmission specialist, not a regular mechanic. All they do all day is transmissions. Mine was \$1800 USD for them to rebuild it. I would much rather have it rebuilt than to have it swapped with another one. You run the risk of having that problem come back, but at least with a rebuilt, they "hopefully" get a batch of good bearings. Some people have tranny after tranny fail, but I wonder if they are getting used or new transmissions with the same problem. I have put 40,000 miles on mine since being rebuilt at 65,000 and so far no issues. We will see though.

I wouldn't drive it, even though it "seems" to run fine. To many stories of it just crashing, or locking up on the freeway all of a sudden, which sounds like a safety issue to me, but Toyota/Pontiac don't think so.

[REDACTED] Posts: 2 August 2009

I called a Pontiac dealership and they told me that they have never replaced a Vibe transmission - but they said that almost all the Vibes they sell are automatics. So I called a Toyota dealership and the guy talked transmissions with me but he said he would look and see if there were any bulletins for the Matrix or Corolla manual transmissions and he said that there was not even one - but there were lots for the automatic transmission. So he really didn't have any advice to give me.

[REDACTED] Posts: 6 August 2009

Go to the website and file a complaint. It has to be worth it in the long run. My 2004 transmission failed after 3 years and 105k miles, mostly highway. \$3800 later....

should be covered by the powertrain warranty, correct?

Posts: 28 November 2007

Should be, especially if less than 5y old. They should put in a new transmission, but unfortunately it will be exactly the same design as the first one. I'm selling my car because I think it could fail again in 5y and only got 12mth warranty on the new transmission.

Posts: 3,886 November 2007

Not sure that it necessarily has to be a "new" transmission. You may end up with a Toyota factory rebuilt unit.

Posts: 4 November 2007

Really? They haven't corrected this problem yet? I've always purchased Toyotas because they were quality, dependable cars. I'm quite distraught to find that this may not be the case.

Posts: 4 November 2007

Bought this car brand new in in May 2003.

In August, on a trip Upstate, I noticed a noise coming from the engine compartment of my car. I had about 61,000 miles on the car at that time. I this I first noticed this rattling noise because we had the windows up and the a/c on. Never noticed it before.

The car shifted fine, just had this annoying noise that reminded me of a extended ping. Didn't imagine in my wildest dreams that this noise, which was inaudible with the windows down and the radio on, would be such a serious problem!

Two weeks ago, I called the shop about looking into the noise and he mechanic asked me to check to see if I heard it when I stopped. No noise at a stop, but I did notice that when driving, if I pushed the clutch in the noise went away.

When I brought the car into the shop last Monday 10/30/07, my mechanic said the noise was coming from the transmission. Drove the car approximately 100 miles since then, local driving. Called Toyota after reading the posts here and they said "no reported problems, nothing they can do." Case closed. Case # [REDACTED] En-route to Toyota Dealer to have the transmission looked at last night, the car died. I noticed that when I got onto the highway the rattling noise disappeared, and instead made high-pitched whirring noise. Weird, I thought,... got off the highway and took local route to the dealer.

As I drove I heard all kinds of other intermittent noises: growls, squeals, squeaks and then the final noise which sounded like the transmission actually dropped out. I was surprised when I looked under the car to see that it hadn't. Luckily I was on the highway service road and not on the main section, or I would have been killed.

I have driven every kind of manual car, rattle-traps included, and never have had a problem with a manual transmission.

It's very convenient that Toyota claims they have no service bulletins on this issue, and that all of us are left with the bill for fixing what is obviously a defective transmission. I am ready scream! I will NEVER buy another Toyota again, but I am also not finished fighting.

One person posted that "Unfortunately unless there is a safety issue, I don't think we are going to get lucky with a recall." There is most certainly a safety issue here when the powertrain of the car breaks down. I am going to

MYO mechanics
saw one
in May
in 2015

report this to the National Transportation Safety Board, and I suggest everyone else do so as well. Their website is: <http://www.nts.gov>

Posts: 4 November 2007

Good suggestion. The U.S. # is 1-800-331-4331.

Posts: 3,666 November 2007

And the agreed to warranty on the transmission is how many miles? It's probably safe to assume that you didn't purchase the extended warranty package, correct?

I think everyone has an expectation that it's going to run for 100's of thousands of miles, but legally Toyota appears covered. Whether they do anything out of 'good will', is a different subject.

Posts: 28 November 2007

Your noise descriptions are EXACTLY like mine. The initial rattling my friends I decided was probably a hole in the exhaust system. Then on the highway, suddenly changed to high pitched whine until we pulled off the highway and shifted down and the horrible clunking of metal started. Managed to make it to the next exit at Houlton and got it towed from there. I don't know how to get something to happen with all this. Clearly a problem that Toyota will not admit to. Many have complained even though they lie that no one has. Call the dealer you bought it from to try to get something through 'good will'. They will do it in an attempt to try to avoid losing customers - though I will unlikely buy another one. Going to Honda or Subaru next.

Posts: 13 November 2007

I guess I should be so lucky that my transmission lasted until 135,000 km's. or about 84,000 miles. I agree that this could be a safety issue.

Transmissions fail unexpectedly. There is a faulty main bearing. Toyota is aware of the problem and currently has an update kit for the transmission but has failed to let consumers know. It is unknown whether the failure of this bearing could result in a catastrophic failure that may result in injuries to passengers?

Posts: 28 November 2007

certainly getting stuck in the middle of nowhere Maine without cell coverage is not too safe on the side of a highway.

Posts: 3,666 November 2007

As much as I understand the reason to try and stretch the logic as to what is 'safety', my opinion is that is an argument that is going nowhere. If you think about it, there are more obvious items that would be a far worse safety exposure, that occur much sooner than an engine or transmission failure.

- Tires wearing bald at 20-30K miles.....why shouldn't a dealer have to maintain those? They certainly are a

Posts: 6 August 2009

If someone starts a lawsuit...count me in...

Posts: 6 August 2009

in NC also. count me in..

Posts: 1 August 2009

Hey, I just read your comments and wanted to give you some info on my situation. I have a 08 matrix 5 speed, which is not fun to drive. My 3rd gear and reverse seems to stick sometimes, and a few months ago (around 20,000 mi) my car started to make a single loud popping noise when I left my neighborhood. It seems to happen more often when I just start the car, but has also happened in mid driving when I go over a bump or turn but that is very rare. My father-in-law owns a Toyota dealership (the reason I bought the car). I gave it to him to look at and they even had the regional Toyota specialist look at it and they could not find out what it was. I told them to check the transmission, brakes, and motor mounts. They claimed that they did and found nothing, but it seems that if there was nothing wrong it would not make a loud [non-permissible content removed] noise. I have considered trading back in for a different car since they have no idea what it is.

Let me know if you ever figure it out.

Posts: 1 August 2009

I appreciate all that you guys have written to warn me. As I was driving down the road besides hearing strange sounds as usual my car developed a high whining noise. I looked around to see if there were any emergency vehicles only to realize that it was coming from my car. After all I had read, I suspected what the problem might be, and sure enough within a mile it broke down. Not able to put it in 1st gear at all. It has 94,542 miles on it. Is there anyone out there who knows a good solution to this and/or who knows an attorney willing to file a class action suit on our behalf?

Much gratitude, Toyotafiasco,

Posts: 1 August 2009

I have a 2004 mistake Oh I mean Matrix. Transmission number 3 just failed today. I was lucky when my first clutch failed 11,000 miles, and after much discussion they fixed free of charge. After 2 failed I was not going to let Toyota touch it went to private repair shop. They told me I wouldn't have any problem with their clutch. Well one year later here I am again. I am over 50 and have been driving standards for 25 years. I also got the same story- Driver error. It might be driver error but the one error I will never make again is to buy any kind of Toyota. By the way does anyone have hub cap left on car. All Matrix around here lose their hub caps. Well I would rather replace hub cap than Clutches

Posts: 10 August 2009

Hello all. Anyone interested in filing a class-action lawsuit, I am in the process of contacting an attorney on Monday August 30, 2009, and I will be needing a list of names and addresses in order to make this happen. I will also give him all of these posted messages from the site and let it be known that Toyota has made a horrible mistake with their transmissions they are putting into these matrix'. All interested parties email their information so we can hopefully be reimbursed. Email address: Please put subject as Toyota Matrix Class-action Lawsuit. Thanks,

Posts: 10 September 2009

Someone emailed me about the Class - Action Law Suit today. Please re-send that if you would please. I accidentally deleted it out of my inbox and unable to retrieve it. Thanks for the re-send.

...UPdate: Still compiling a list of names. I need a lot more if we want this to go forward. . . so please everyone that has ever had a problem with their transmission, please fwd me your info. so you can be in this class - action.

Posts: 1 September 2009

Hello I would like to be involved with this lawsuit. I have a 2003 Matrix with a manual transmission. I am on my third transmission, which has recently died. I can be contacted at fabjance@gmail.com, thanks.

Posts: 8 September 2009

Hello, In April of 2008 my 03 Matrix had just reached the 100K miles (101k to be more exact) when the manual transmission went... no prior warnings much like your description. We had it replaced and spent upwards of \$2,000. It's been fine since but it was, as for you, a HUGE disappointment coming from a Toyota....! plus, the risk involved on it failing while driving.... Count me in as yet another outraged buyer interested in building a case. Did you get your \$\$\$ back?

Posts: 8 September 2009

Hello Count me in!

Posts: 2 September 2009

After being told @ 112K miles that the heat shields were loose but there was nothing wrong with the tranny, having been the victim of a hit and run while waiting for the tow truck when the transmission quit on the interstate and being REALLY ticked spending over \$3,100 to replace the transmission, I'd be more than happy to get further information on a class-action lawsuit. Please count me in!

Mt. Arlington NJ Posts: 3,516 September 2009

As we generally do not permit the solicitation of lawsuit action in the forums, nor do we recommend the posting of email addresses (as noted in the post box - we can't stop anyone from mining it), please use the email address in your profile and make it "public" to other members if you wish to contact each other directly.
kcrum - Pickups/Wagons Host

Posts: 2 September 2009

Same problem with my 2003 Matrix manual transmission going out at 84,000. They refused to take on any responsibility when I called Torrance. Count me in on class action.
ted brodek, Atlanta

Posts: 2 September 2009

Seems you are cutting yourself out from a lot of fun!

Posts: 1 September 2009

Please include my car in any class actions with Toyota.

safety hazard if they get bald and explode. That's not covered by warranty.

- Brake linings wearing down to nothing and cutting into the rotors, leaving no stopping capability. Certainly a safety hazard. That's not covered by warranty either.

Don't get me wrong, I'd be trying every logic angle I could to try and get Toyota to repair it and avoid a 3K repair bill. It's just that they aren't legally required to do anything, and I'd be going after the "I'm a loyal repeat customer over the years with all service done at the dealer and please cut me a break" angle.

Posts: 13 November 2007

Agreed that my comment was a stretch and perhaps out of context. Just Venting!

Worn tires and brakes are known maintenance and are easily visibly identified. And you are correct in that the Neon which was known to wear brakes and tires prematurely was not recalled to my knowledge?

Hopefully the transmission casing on the matrix is strong enough should there be such a catastrophic event as described above. With the whole whopping 126 HP that the matrix produces a scatter shield is unnecessary and a failure this bad is probably not likely but possible.

Toyota is flexing their reliability muscle and would never admit to a problem of this nature. When you purchase a bad toyota you are pretty much screwed.

Its no different than toyota avoiding their previous oil "sludge" problem in their older cars.

The bottom line is that Toyota is very good at turning a blind eye.

The key to this problem is don't buy a Toyota. And if you do, do not expect them to stand behind their cars when there is an unexpected defect!

Most Toyota's are good. Some are bad. And if you get a bad one, you are probably better off with any other manufacturer but Toyota because as far as Toyota is concerned their cars don't have problems.

Posts: 3,666 November 2007

I was seriously considering a Matrix as a next potential vehicle, but have ruled it out primarily because of this transmission issue. Still thinks it's form factor is perfect for my daughters need, though.

Posts: 4 November 2007

I don't know that ALL matrix's have this problem. It seems like the first few years do. We bought our 2004 in 2003, not being a car designer, I don't know what those differences would include. I didn't see any such posts on 2005 and forward.

I must say that the car was great in all other respects...we actually were able to get an apartment sized refrigerator in the thing, so flexible in terms of usage, but that little problem with Toyota not admitting to what

seems to be a problem is the issue here.

I can honestly say that the way people drive on Long Island, had I been on the highway side of the divider that I would have been creamed. Even the man who towed my vehicle said the same. Breaking down in a lane when everyone is doing 70+ miles an hour will at least put you in the position of being rear-ended and then who knows what!

And, when I called Toyota last week, the rep on the phone said that a failing powertrain would be considered a safety hazard.

All said, I don't think I will buy another Toyota, even though they have always served me well. As with most companies, I think there is a definite de-evolution of quality as they get larger. Think Enron, Xerox, and GM.

Posts: 28 November 2007

By the way, the repair bill for a new transmission is \$5000. Luckily I only had to pay \$2000 because I had mine serviced at Toyota and my dealer called Toyota Canada directly.

The problem seems to exist only with 2003-4. The transmission and engine was changed for 2005. So if you want a Matrix get a 2005 or later and you may be ok. I probably still won't get one unless Toyota gives me an awesome trade-in value.

Posts: 5 November 2007

Well, I posted around Sept about my 2004 transmission and clutch going out. I paid \$2700.00 for a rebuilt transmission and new clutch. Last week, my car began making a terrible rattling noise, which I thought was the throw out bearing. Took it back to the same guy to fix (under warranty). He tells me the next day that it is the transmission and he was only given 30 day warranty !!!!! Remember this was suppose to be rebuilt. He told me he never said that. I have the receipt where he wrote 'rebuilt transmission \$1425.00'. Evidently, he bought a used transmission and it was time for that one to go. After I get my car back, I am suing him for fraud and now I'm pissed off enough to do SOMETHING about toyota. This has really changed my opinion about toyota - I won't be buying another one. I am already car shopping.

Posts: 1 November 2007

Do you have your website up yet? My Matrix XRS 04 is in the shop for the SECOND clutch I have had to put in! the first one went at about 30,000 miles and I had the same deal with Toyota that everyone else has had. "It's my driving, it's normal wear and tear, it's not covered under warranty. I changed it, and wrote a letter and never got a response and didn't do anything else. Now there are 75,000 miles on the car and the transmission went again. Called them again and got all the same responses. I really loved Toyota before and was very loyal. I am very disappointed in them now and really want to do something. I KNOW this is not normal wear and tear and it's a problem in the design. I really want to get together and do something about this, b/c they keep saying I'm the ONLY one with this problem. Obviously, I'm not.

Posts: 28 November 2007

I would love to get involved somehow to spread the word about this. I thought about writing to the Canadian show W5 or something. I know nothing will happen quickly though and I don't want to wait to pay for a 2nd transmission. I have been test driving vehicles and am trading that junk in for only \$7500 (bought for \$16500 in 2002) to buy a Nissan Versa or Honda Fit. It sucks because I don't like the size and style of those cars as much as the Matrix and I can't afford a car payment. But I can't give Toyota any more of my money until they DO SOMETHING!

Posts: 3 November 2007

I guess I'm lucky...my transmission lasted 160K, I owned a '91 Camry until I bought this Matrix used a few months back...should have kept the Camry - even though it had 350K it had none of the problems the Matrix has. I was told that the last guy "must not have maintained it" - I'm sure that's the standard statement for second hand car problems.

I got off easy though...cost about \$1500 to replace a bearing. After reading everything here I'm afraid there's more to come. Don't these cars have the same tranny as the Corola and/or Vibe? Do those cars have similar problems?

Posts: 9 November 2007

I am in total agreement with you, with the number of postings on this website over the last 6 months it is quite obvious that there is an issue with the Matrix. I replaced my clutch at 113,000 km's plus all the maintenance - result is over \$3500 in the last year including new tires. This car has turned out to be a money pit! I am all for going to the media. Here is my email if you want to get things started

I am in for the long run if need be...)

Posts: 2 November 2007

I am scheduled for the bearing job for next Tuesday. I do not know this dealer and I wonder if they are using the right bearing. Would you be kind enough to review your bill and copy the bearing part number. They are talking about a \$120 bearing and others say it is a \$50 bearing - I looked it up on Carparts.cpm and it shows as a \$10.65. - It is not the parts cost that I am concerned with as the bill will be 95% labour - but as the labour is being performed I want to make sure the right part will be used. thanks for the effort!

Posts: 1 November 2007

Add another 04 Matrix to the list. Story is typical of others posted on the board. I was just over 100K miles and started to hear the tell-tale grumble. Almost all the miles are highway and pretty mild conditions. I have to say that it had been a great small car up to this point. Of all the things to go wrong I would have never expected it to have been a manual transmission. Of course Toyota wants nothing to do with it although they readily admitted the parts had been upgraded and said they would be upset if it was their transmission that had gone out so soon. Especially a manual! Talk is cheap. Now staring at a \$3625.00 decision for a new transmission. Rebuilt was offered, but was less than a \$400.00 dollar difference.

Posts: 2 December 2007

I have an 03 Matrix Xr 120,000 miles and the tranny/clutch is making noise. I have order a clutch kit but after reading some of these horror stories, I'm suprised mine lasted this long. In 04 Toyota rebuilt my tranny, it was explained to me that the 4th and 5th gears where in backwards and didn't have good oil flow. (right!!!!) This was covered by the warranty. I know I will never buy another Toyota again either. good luck to everyone against Toyota.

Posts: 2 December 2007

I had my output bearing replaced last week. Looking at the bearing and the exploding view of the transmission and speaking with an insider the following is observed:

The bearing has a metal shield covering the balls on one side, on the other side it is held in to the transmission housing. The question is how is oil possibly getting into the bearing. It seems to be isolated from the oil. I am impressed that it actually worked so well for 63,000 miles. It must be a good quality bearing to have lasted this long without proper lubrication. We can only guess at this time how Toyota redesigned this flaw, but I am certain it has to do with making sure oil can reach the bearing. My feeling is that my bearing will last another 63,000 miles.....

Posts: 6 December 2007

I have an '04 Matrix XR and the transmission just locked up on me at 160,000 miles. Just like the other stories, noise under the hood that couldn't be located, rattling, and then today the high pitched whine and the sound of metal grinding. \$3500 for a new transaxle and clutch. I'm going to print out all these posts and take them to the dealer. this has been a great car. the only problem until now has been that it goes through tires...but when you drive 40k miles/year....

I'm up for going after Toyota...sign me up

Posts: 8 December 2007

If you go to Toyota.com, do a site search and find "contact us. On the right you will see a link to "email us" This is what I just sent them. Everyone needs to do it.

pf_flyer, "Matrix Transmission Problems" #1, 11 Jul 2006 8:32 am

I, (along with many others) have had our manual transmissions FAIL at various mileages. I have driven manual transmission cars my whole life (I'm 50)and have NEVER had a transmission FAIL COMPLETELY. I have had to replace clutches but that's it. Apparently this is a major problem that Toyota will not acknowledge. I can assure you that if I am not given some satisfaction by Toyota over this problem that you have known about for some time, two things will happen. First, I will never buy another Toyota. Second, I will be sure to relate my (and everyone elses) misfortune in every conversation where the subject of automobiles comes up. This is horrendous. \$3800 to replace the transaxle and clutch? Please copy and paste the link above and see all the complaints.

Posts: 2 December 2007

Aside from the transmission problems, the Matrix is a great car. I liked the style, handling, utility, space, and fuel

economy. But all that means Jack if your transmission doesn't work.

At 157,000 km / 98,125 miles, my transmission is dead. The dealership that I purchased the car has quoted C\$ 5,400 for the repair of the transmission. Which is absolutely ridiculous. I hit every service point and did exactly what was recommended by the manufacturer.

I have brought this issue up with Toyota and am hoping that they will pay for some or all of the repair. In the event they don't, I am going to pursue other means such as small claims court and get as much exposure to this problem as possible. [REDACTED]

[REDACTED] Posts: 2 December 2007

Do you have any other technical information regarding the bearings wearing out? I am considering taking Toyota Canada to small claims court as the bearing in my transmission have worn out as well and I would like to assemble as much technical information as possible regarding this problem.

[REDACTED] Posts: 28 December 2007

Well, I posted that I'd like to get rid of my Matrix with its brand new transmission at 83K km... and I did! Sold a base model 2003 for \$9300 to a guy who is convinced that Toyotas are great cars and he isn't worried about the transmission. I now have a brand new 2008 Honda Fit LX ... AND am getting \$1000 from Transport Canada from the EcoAuto rebate. After about 15min of driving this car, though it is a little smaller than the Matrix, about a foot shorter, it is MUCH nicer. Drives and shifts more smoothly. Has a/c, ABS, side airbags, cruise, power locks and windows for the same price as a base Matrix, \$17,380Cdn MSRP.

By the way, my Matrix sat for about 2 months, which I'm sure didn't help the oil not getting to the bearing. The mechanic at Clark Toyota, Fredericton actually ASKED ME if it had sat, like as if he was fully familiar with the issue. You have to talk to mechanics willing to talk about the design of this transmission to get the details. Obviously Toyota changed it in 2005 knowing there was a problem. Recalls would have never happened because they would have had to replace every transmission AND engine since the 2005 transmission doesn't work with the 2003/4 engine. Still not sure why the VIBE doesn't seem to have the same complaints in forums. Built in California not Ontario, but should have the same parts shouldn't it??

[REDACTED] Posts: 28 December 2007

Call Toyota Canada first to file a complaint. Then call the dealer you bought it from and they can help to get the cost reduced under Good Will program. Being at 157K already could be a problem. Mine was only 82K and they covered 60%. If Toyota Canada tries to claim that they have had no other complaints, they're lying. I filed one in Oct.

[REDACTED] Posts: 13 December 2007

I also filed a complaint in October...Toyota has never heard of this problem. LOL :mad:

[REDACTED] Posts: 13 December 2007

replacing...sorry I can't be more help.

Posts: 13 December 2007

The bearing may be \$40 but how much was the labor to remove the transmission. And of course you need a press to remove the bearing which is typically something you need to go to a transmission shop for. And why is it that Toyota dealers are typically recommending new transmissions when all that it needed is a new bearing?
 TOYOTA MATRIX 5 SPEED = JUNK TOYOTA NEVER AGAIN!

Posts: 3 December 2007

....agreed. Unfortunately for Toyota they have an opportunity to admit to, and rectify, this particular problem. If they did my recommendation of the company to others would remain positive (I realize that even a company like Toyota can design some poor components....often it's not the initial problem, its how it is handled, which in this case seems to be absolute [non-permissible content removed] (denial)). Too bad, I guess they don't put too much stock in word of mouth.

Posts: 1 December 2007

Hi, Just got our matrix back from the dealer. The biggest problem we had was getting the warranty company to sign off on the repair. The dealer got on the repair pronto as soon as they ok'd it. However the service people at the dealer were impossible to get a hold of, so didn't know what was going on with the car. Took a week and a half. Now the transmission won't click into gear, reverse to forward, without double clutching. So will take it back to have adjustment made. Hope they can fix it.

Posts: 98 December 2007

bought an '05 XRS with 35k on it 3 weeks ago and got the Toyota factory warranty extension to 7 yrs./100k for \$1,095, a decent price for fairly complete coverage. On the CPO program you only get 3 mos./3k miles of equivalent coverage.

Any aftermarket exclusionary service contract (covers only named parts) should be viewed with extreme caution; aftermarket "bumper-to-bumper" contracts slightly better. Remember that these are not warranties, this can really matter if you have a major failure, as I'm dealing with now on another brand of car. jc

Posts: 3 December 2007

Just purchased a 2008 Matrix XR with 5spd. Love the car. I think the reports of manual transmission problems are unusual. Same drive train as the Corolla and no reports of problems with the stick there. Also, Consumer Reports would highlight a widespread problem like some people are asserting. Worldwide the 1.8L Toyota engine/transmission combination is hugely popular. Wikipedia states that the 1.8L in the Matrix/Vibe (2ZZ-FE) was installed in the following:

Toyota Corolla Chevrolet Prizm Pontiac Vibe Toyota Matrix Toyota Avensis Toyota Wish Toyota MR2

I have a 2001 MR2 Spyder with 73k miles. That engine is a slight variant (2ZZ-FED) and built in Japan. Not sure

more important.

Posts: 3 October 2009

My manual 2003 transmission also went out but with about 72,000 miles. We took out the original and put in another used transmission. That one started to show signs of problems and we decided to take the original transmission to AAMCO to get it re-built. They found that one of the bearings was shot and replaced others that were showing signs of wear. Now we are at about 150,000 miles and are having the SAME EXACT problems all over again! If I had known that I would have to replace the transmission every 70,000 miles, I would never have bought this car! Of course, we were just outside the warantee when the first incident occurred and now we're out several grand in repairs. http://townhall-talk.edmunds.com/direct/view/.f0d9b0e!make=Toyota&model=Matrix&e-d_makeindex=.f0d9b0e seems there is a class action suit in the making. Toyota should have taken care of this one before it came to that! I have always bought Toyotas because they have been so reliable . . . next time maybe I should consider a Honda or a Nissan... or... another make.

Posts: 8 October 2009

Hello, I'm sorry to hear about your ordeal...

Did you read message #345? Apparently that's the way to go if we want results..Cheers!

Posts: 3 October 2009

Mine is an automatic and at 115 thou miles its being replaced.My last Toyota.

Posts: 3 October 2009

No dont buy a sorry [non-permissible content removed] Matrix

Posts: 1 November 2009

Occasionally when going down hills, while applying brakes, the transmission will downshift and the rpms shoot up to 4 or 5 thousand, is this a feature in toyota's auto trans??

Posts: 2 November 2009

Another victim! I have a 2003 Vibe with 5 spd manual transmission that experienced catastrophic transmission failure while driving down the highway. 110,000 miles on the car. Mechanic said the bearings disintegrated causing extensive damage in the transmission. \$3200 to replace it with a used one with 44K on it. After reading these posts I'm reluctant to get it fixed but feel like I have little choice. I filed complaints with www.safercar.gov, Toyota and Pontiac. If you have been victim of this faulty transmission, PLEASE take the time to file complaint at www.safercar.gov We could have easily been killed when the transmission blew. Toyota needs to step up and take responsibility for their inferior product.

Posts: 8 November 2009

Hello, I filled a complaint with Toyota and also tried to fill out the claim at that website. There seems to be some kind of technical problems with their site... when I hit "second page" or continue to second page, it doesn't go anywhere... thus never finalizing the claim... Have you had similar experience? Any suggestions? Thanks,

Posts: 1 December 2009

hi everybody, The 5 speed trans on my matrix 07 have the same trouble and I have only 140,000 km...

Posts: 8 December 2009

Hello, did you check message #345? If we all follow through, we might see some results....Cheers,

Posts: 1 December 2009

Unfortunately we will add ourselves to the hundreds of others who are having similar transmission issues w/ our 2004 Matrix. With 98k we were told to replace the throwout bearing, clutch and pressure plate as we were on the highway when a horrific grinding noise occurred- the car grabbing & bucking, lost 5th & 4th gears. Now that this work has been completed, the car appears to be making the same noises indicating the tranny main bearing in need of replacement. Reading on line found hundreds of similar complaints and wanted to register ours as we firmly believe Toyota has produced an inferior product. We had owned a few other Toyota's in past years, Corolla, Celica and P/U trucks and kept through a couple hundred thousand miles with no major engine/tranny issues. NOW, we are surprised and disgusted that this once reliable car company has put safety and dependability as a LOW priority. It appears-Buyer Beware- and I am hoping all others with similar issues display their experiences in hopes Toyota will acknowledge and be accountable for such a disgraceful product and assist consumers with these extraordinary repair expenses. Should we decide to now replace this vehicle- not put good money to bad (and a hardship to replace a dead 5yr old vehicle), it will NOT be a Toyota as we are afraid they DO NOT stand behind their products. PLEASE write in, call and make your issues known to Toyota, the media and other resources so that perhaps our voices will be heard and perhaps reconsideration by Toyota be made to make good on this. :sick:

Posts: 8 December 2009

Hello, Sorry to hear you're one more upset Matrix driver... Make sure you read and follow through with recommended actions on message#345, Happy Holidays,

Posts: 5 December 2009

Hey, the phone number you gave is not good and I have no other way to contact you. I have a 2005 Matrix 5sp with 117k miles. going.

I live right next door in NH. What are we going to do?? Grumpus ,

Posts: 1 December 2009

I have a 2004 Toyota Matrix XR with about 90,000 miles. I took it in because my gears were slipping, specifically when I was getting up to speed on the freeway. Pretty scary and very unsafe to have gears slip! I couldn't believe that I would need a new clutch. I grew up driving manual cars, and I have never had a clutch problem. When I took it in, I found out that the transmission was the problem. The transmission was leaking fluid onto the clutch causing the clutch to be greasy...hence why my gears were slipping.

I did purchase the extended warrantee with Toyota. Unfortunately, it expired on June 29th of this year. It was a year OR 100,000 mile warantee (their Gold Plan). I am very disappointed with Toyota. I have taken my car to get it service at the dealership since I took it off the lot. Its very discouraging to learn that other people are having the same (or general) transmission problems. I purchased a Toyota vehicle because I believed in their company and their cars. After this experience, I don't know if I would buy another one.

Anyway, after learning that there is a widespread problem with the Matrix transmission, I would like to do something about it! Toyota needs to fix this and make their customers safe.

Please let me know what I can do.

Posts: 8 December 2009 Sorry to hear... did you read message #345? make sure to follow through to help build a case...Happy Holidays,

Posts: 15 December 2009

I have a 2005 Matrix with the 5-speed manual that has been trouble-free to this point (63K miles). Before reading your post about problems with your 2007, I believed that the Matrix manual transmission problems were limited to the 2003 and 2004 model years. I've also read on this thread that the manual transmission design was changed for 2005 and subsequent years.

I'm wondering if you can expand on the issues with your 2007 and whether or not it has been resolved?

Has anyone else heard of Matrix manual transmission issues for 2005 and subsequent years? Up until now, I've been thinking I wouldn't be affected.

Posts: 5 December 2009

I just did a bearing change in my '05 Matrix 5 sp with 117k miles. There were two bearings inside the tranny that had started to fail. Not the bearing on the input shaft.

the independent shop who did the work also changed out the clutch. the total bill was \$1242 which is 1/3 what it would cost for a replacement (new) transmission.

It turns out those bearings were accessible through the back of the tranny-after removing a housing.

the symptom was a low but distinct growling sound anytime the clutch was engaged. It was especially noticeable when the car was stopped and the clutch engaged in neutral. Once we had diagnosed the problem, I babied it for 2 weeks until a window opened up at the shop.

We'll see how it goes after another 10-15k miles.

Posts: December 2009

Last night on my husband's way home from work the car starting to make a grinding noise. He drove the car to our mechanic's shop and we found out today that the transmission is shot and a new clutch should be installed. The car has about 144,000 miles on it and we have been having a hard time to find someone to rebuild the transmission - no one will touch it since it is a known condition and they don't want to warranty it. Found a transmission in FL but the cost is \$2300 with another \$900 to install. Have complained on the safecar.gov site and to Toyota. Sad part is we also own a 2009 Matrix 5 speed XRS which the book value is half of what I paid for it 18 months ago. Toyota vehicles have always held their value but I don't think this model is. I have had other issues with the new Matrix and found Toyota to not stand by their vehicles like they use to - no quality assurance in the vehicles anymore either.

Posts: 3 December 2009

Same issue here - grinding noise that is diagnosed as needing a new transmission for a cost of \$3200. Car has about 115,000 miles. We've never had this happen to any of our cars, including Toyotas. I have emailed the

2010

Posts: 1 January 2010

This is happening to my '05 which I bought at nearly 58K and didn't start making that noise till probably 60K. I'm approaching 62K+/- and am concerned with the actual problem. I hear this grinding when i turn the car on a cool day and it slowly goes away. What is that?

Posts: 1 January 2010

THE TRANSMISSION ON MY 04 MATRIX 5 SPEED IS ON IT'S WAY OUT. MY MECHANIC SAYS I HAVE MAYBE ANOTHER 1000 MILES. ONLY 94K ON THE CAR. ANY NEWS ON A CLASS ACTION SUIT? THIS SHOULD NOT BE HAPPENING. NEVER NEEDED A NEW TRANSMISSION ON ANY CAR EVEN THE BMW I OWNED WITH 450K ON THE ORIGINAL ENGINE.

Posts: 5 January 2010

As I write this my '04 Matrix with the 5 speed manual is getting it's transmission replaced. \$3,000. About a year before it failed it crunched 4th to 5th or 3rd to 5th when passing a car or quickly accelerating. If you took your time shifting, it didn't do this. About a week before the failure it sounded a little loud, but I just blamed the sub zero weather. The failure sounded like filling your blender with rocks, and turning it on. 5th did not work. I will never buy a Toyota again. Duh! This car also had more squeaks and rattles than my 65 Corvair convertible!!!

I'm following up with message 345. I have no idea about that car by my post! DAN

Posts: 5 January 2010

Reply to [REDACTED] I just called Toyota, all I can say was they were polite. I filed a complaint with safecar.gov.

Posts: 5 January 2010

Stop driving it now, take it to a trustworthy transmission shop and have it fixed before it massively self destructs. It's to last for me.

Posts: 11 January 2010

I have an 04 Matrix XBS 6 speed with 115,000 miles. So far it has been a wonderful car. I had the clutch changed a little less than a year ago. The car had about 108,000 when I changed the clutch maybe a little less. It was still on the OEM prior to the repair.

Today something happened to the clutch. The car did not make any horrific noises or anything. I was simply unable to put it into gear while I was trying to get on the freeway. It didn't start to slip first or anything. I also could not press the clutch pedal all the way to the floor.

When I changed the clutch several months ago, I knew it was coming because it had started to slip about a month prior. So now when I start the car it idles just fine. No noise. It's just as quiet as ever. It only made a noise when I tried to put it in gear. I was not able to get it into gear at all. It made a brief smell of clutch at the time, but it faded quickly.

So I am reading here about all these people with transmission issues, and I am trying to get a clarification on what these other cars did when the transmissions went out?

I am no car expert. I am just hoping it is just a clutch issue and not a "you need a new transmission issue". It seems in this thread that there are people with clutch issues and people with bad transmissions. Can anyone clarify their experiences with their Matrix? What happened exactly when the transmission went out? and when it made the grinding noise? Did it make the grinding noise while it was just idling?

In checking other forums, it seems that if the transmission is going then the car would be making an awful noise. But my car is not doing that. It just wont go into gear?

Since it's a weekend, I can't get it to my mechanic until Monday.

so in the meantime, I am just sitting here worried... can anyone clarify for me?

Posts: 1 January 2010

Just unfortunately had this same problem! Thanks for the info about reporting to www.safercar.gov Hopefully there will be some recourse for us all!

Below is my report:

While driving down the highway one evening, an odd clicking sound was heard from the front end of our 2003 Toyota Matrix (manual transmission with 88,000 miles). The sound was louder with acceleration. After getting off the highway, the sound was noted to be louder in higher gears, and absent when the clutch was pressed down. The vehicle was brought in for service at our local Toyota dealer the next morning. After paying a \$95 diagnostic fee, we were told the vehicle needed a new transmission at the estimated cost of \$3300, with nothing being covered by any warranty or recall.

We brought the car to a transmission specialist for a rebuild. The bearings, rings, and two transfer gears were replaced, along with the clutch, at a cost of \$2100. It is noted that the mechanic had a delay in getting the parts due to a manufacturer back order, reportedly from a high demand due to many others with the same problem with this make/model car!

This is our first Toyota, which we bought due to their good reputation. It has been regularly maintained and subjected to only normal driving conditions. We have never had a vehicle with transmission problems and are shocked that this expensive repair was needed on such a young car. Toyota should be held responsible for covering the cost of what appears to be widespread transmission failure due to defective/inferior parts used on this vehicle!

Posts: 28 January 2010

I would tow it to the dealership before driving it any further. If the bearing is starting to fail you may need to just replace that. If you drive it and the bearing blows, the whole transmission and clutch is gone. Might be just a clutch problem as it seems to me from reading these that XRS has more clutch issues than transmission issues. Not sure if the parts are different than the non-XRS? Getting the clutch or bearing replaced is MUCH less expensive than the whole transmission obviously. Don't take the chance, get it looked at.

Mine seemed fine on the highway expect for a high pitched whining noise. Prior to that it just sounded like a hole in the muffler. One the whining started, and I tried to shift down to stop, crunching noises started. After stopping and then starting again to continue driving to the nearest town, shifting was very difficult and crunchy sounding. Once I got into highway speed it went along fine, until of course I had to shift down again to stop. After that it would not shift again into any gear and I could not drive it at all. Horrible sounds when I tried to shift.

Posts: 28 January 2010

By the way, this happened (message 378) Oct 2007 on a 5.5y old 2003 Matrix 5 spd. I bought mine within 3mths of them coming onto the market so mine was one of the earlier ones to die, back at message #86 or something on this board. I replaced the trans at a cost to me of \$3000, Toyota paid the other \$2000, and I sold the car immediately. I had an '84 Corolla from 1990-1998 that never gave me quite that much trouble until it was old. I'll never buy another Toyota the rest of my life and I tell everyone about my crappy experience.

I can't believe that just the other day I saw a commercial from Toyota advertising their great reliability! Must be a reason why they all of sudden have to advertise that. Used to be a well known fact, but not anymore! I really want to see a news story about this issue, but no luck yet after 2.5y of cars falling apart one by one.

Posts: 6 January 2010

I just took my 2006 5 speed (65K miles) in to Toyota due to transmission noises. Their \$100 diagnosis confirmed that the noises were from the transmission and now they want \$300 to take the transmission apart. I will go ahead with the repair and see if I can recover the cost from Toyota. I'll file a complaint with safercar.gov if Toyota is not forthcoming. My 96 Tacoma is still running on the same clutch and transmission after 235K.

Posts: 6 January 2010

In Message 380 I noted the failure of the manual transaxle in my 2006 Matrix at 65K miles. Today I heard from Classic Toyota in Waukegan, IL where I took it for diagnosis and repair that Toyota would spring for a new transmission. Didn't even have to ask! I still will have to pay about \$1000 for the installation but it seemed to me to be a fair resolution of the issue. If the new tranny makes it to the 200K miles or so I expect from a Toyota I'll be a happy camper. Otherwise I'll let you know.

Thanks to those of you who have brought the problems with this transmission to Toyota's attention. I hope that you reach acceptable resolutions of your problems with Toyota as well.

Posts: 1 January 2010

I have had the same occurrence with my '07 Matrix. The popping noise happens during drive and reverse. ALSO when I step into the car the idle revs up a tad bit and even when I am at a stop light. I dont know if this is typical car behaviour but removed my floor mats for 2 weeks and nothing changed. It has me concerned.

Posts: 28 January 2010

I would take it to the dealer or call them at least. I think they've recalled a lot of cars for a problem unrelated to most of the ones posted here. Cars have been accelerating suddenly and uncontrollably or something like that. They've put a stop to ALL sales of many models and recalled them also. I hope Toyota goes down hard on this latest fiasco!!!

Posts: 1 February 2010 edited February 2010

yups i got a 2003 toyota matrix xrs 6speed and when i first bought the car i had to change my clutch at 23xxx miles then after that my clutch started slipping again so had it redone again that was at 40xxx miles. then i had my car sit for a while so i dont have to keep spending money to change my clutch then i finally drove it after like 1 year or so driving it then it started slipping again as of now its gona get a new tranny and clutch and axles so when thats done ill just give up on this car and trade it in already. toyota did not do a good job on there transmission. tried calling toyota but they wont do nothing because my car lost its warranty just because i dropped the car and put on a intake thats stupid if you ask me just because i dropped it and put a intake thats doesnt mean i lose my warranty but fxcx it already time for get another car shoots. by the way this is in

hawaii,honolulu,

Posts: 8 February 2010

The thought of contacting the New York Times journalist covering the Toyota recalls has been in my mind lately....I know that we "stick-shifters" are a minority in this country....however, shouldn't we be giving it a shot?

If enough of you support this idea, it would be probably necessary to gather phone numbers/emails of "victims" to raise awareness....? Any thoughts?

Posts: 4 February 2010

Hi, I actually sent an e-mail to the NYTimes & National Public Radio a few weeks back when the Prius' problems started to come to light.

I agree, we should all voice this concern and maybe we'll get some response. My '04 Matrix died at 62,000

the e-mail addresses I used are:

Here it what I wrote: I have been reading and listening with great interest about Toyota and the latest design flaws with their newer models.

As a owner of a 2004 Toyota Matrix, with a failed manual transmission at 62,000 miles, I was disgusted and disappointed with the response I received from Toyota when I reported my problem. Manual transmissions last forever, and being a driver of "manuals" since the tender age of 16, I have never had a single one malfunction.

When I called to report the problem, representatives at Toyota Motor Company stated to me (and it seems others) that they had no record of a widespread problem.

When my particular issue cropped up, I turned to the internet forums to see if I was alone. I was shocked to find that I was not, and that Toyota dished the same story to my fellow 2003 and 2004 Matrix owners with their manual transmission problems.

My transmission died on the side of the road as I went to have Toyota take a look at the noise it was making. Had I been on a busy road at rush-hour I am sure I would have had a serious accident. Foot pedals that stick and brakes that don't work are major safety issues, to be sure, but I also believe that the transmission issues can pose serious risks to drivers as well and hat Toyota has not adequately acknowledged the problem.

For further reading about others with me in this bad transmission boat, please see: <http://townhall-talk.edmunds.com/direct/view/.f0d9b0e/80>

There are many posts on this site, some of which are related to clutches, but many of them are posts from owners with defunct manual transmissions.

I hope you will help to shed light on what seems to be a long-term and serious problem for Toyota.

Mt. Arlington NJ Posts: 3,516 February 2010

Edmunds has a policy regarding direct solicitation in the forums, as noted in the Membership Agreement that everyone accepts when they register - unless you have written permission from Edmunds, such solicitation is not allowed for any purpose.

We also **STRONGLY** remind members to **NEVER** post their personal contact information in a forum message. These forums are viewable to the entire internet, and can be searched by every engine - Google, Bing, Yahoo, etc. - we have no control over who may choose to record and use such information for malicious purposes.

Thanks for your cooperation. [REDACTED] - Pickups/Wagons Host

[REDACTED] Posts: 9 February 2010

Well, I have been following all the emails on here for quite some time as I was one of the first people to post on here with regards to having my clutch replaced at 113,000 kms on my 2004 Matrix XRS 6 Speed. I have been in and out of garages, talking to several mechanics about the noises coming from my car, having to change my battery 3 times in 1 year and everyone telling me they didn't know what was wrong. I talked to my dad, who is a heavy duty mechanic and he told me to drive the car until the transmission fell out....GUESS WHAT?....this past Monday my car started on fire!...yes, it finally happened but I wasn't surprised at all.....my clutch blew out and took my transmission and starter with it and started a fire under the hood....it is going to cost over \$3500 to fix it... maybe more...

So, Monday morning I am going to contact a lawyer with information in hand..I appreciate everyone posting information on here.. [REDACTED]

[REDACTED] Posts: 1 March 2010

We have a 2003 Matrix XR with a manual transmission. Up until this past week, it's been great and I'd always say (when people asked if I liked it), "I'd buy it again, knowing what I know now." Then at a hair under 100k, the transmission goes. And then we find all these accounts of exactly the same thing happening to 2003 (and, to a lesser degree, 2004) Matrix pointing to a design defect. The fact that Toyota redesigned the manual transmission shortly after (I see comments referring to a minor change for 2004 and another for 2005) supports that. But Toyota has not and apparently will not acknowledge there is a problem (as has proven to be the norm for them recently).

I may sound like a whiner as we got almost 100,000 miles on this car, but who here bought their car hoping for 100k? Who here bought a manual transmission expecting it's reliability would not even match a good automatic? I also have a '94 Toyota pickup with 204k miles and have only replaced the clutch once and it still goes about it's business with nary a complaint (Though, with a single cab and us having two kids, we were hoping to trade it in soon).

I've only bought 3 cars and all 3 had been Toyotas. Up until this past week, our 4th car would probably also have been a Toyota (I like the RAV4, my wife prefers the Highlander). Now, I don't know that I trust Toyota enough to trust my family with them anymore.

[REDACTED] Posts: 6 March 2010

I'm not sure Toyota has fixed the problem in later models since the transmission in my 2006 Matrix failed at a little over 65,000 miles. It might just be that later models have not yet reached the critical mileage. Toyota was

forthcoming with a new transmission though I had to pay the labor (almost \$1000). I would suggest that you seek similar treatment without insisting that they admit to a design problem. They seem pretty eager to please right now. This would probably be facilitated by taking it to a Toyota dealer for repair.

I have liked my Matrix pretty well although it seems that the ratio in first gear may be too low. This can make it difficult to get under way without spinning the tires, particularly on wet or slippery pavement. That could also explain some of the clutch problems reported here if people ride the clutch to avoid spinning the wheels. It could also explain rather poor performance in the snow. Perhaps the transmission is the same as in the Corolla but, with more weight in the rear end of the Matrix, traction in the front end is reduced resulting in spinning wheels. I'm not sure if this could contribute to the failures that have been reported but I would be interested in the thought of others regarding this issue.

I also bought a Tacoma new in 96 which is still being driven by my son at 240,000+ miles with the original clutch and transmission. My wife and I both laughed when we looked at a Ford Ranger at that time and the dealer mentioned that people had traded them in with over 100,000 miles on them. I'm hoping the new transmission in my Matrix holds up half as well. Then I might consider another Toyota. My fear is that Toyota's collaboration with GM has helped them to design products that fail as soon as the warranty expires rather than teaching GM the importance of building a reliable product!

Posts: 2 March 2010

I just signed on and was surprised to find so many Matrix owners with similar problems.

I just experienced the same problem with my 2004 Matrix, with 115,000 miles. The car was making a strange noise, not loud, it just sounded like a loose shield of some type, just a slight rattle. I wasn't particularly concerned, but made an appointment for the dealer to take a look. Just as I was entering the Dealers driveway, the car let out a horrible screech and started bucking. I stopped and then tried putting it in gear. Just like previously described, it sounded like someone had tossed a handful of nuts and bolts into a blender.

I walked to the service department and told them what had happened. They towed my car into the shop and then came back and told me the car needed a new transmission and that the transmission failure had also destroyed the clutch. The repair would cost \$3475.00. I was speechless.

I have been driving stick shift since I was 15 yrs ols, now 62 (47 years) I have never experienced a failure like this.

To add insult they told me the book value was only \$3500.00. Didn't seem worth it to repair. I traded the car in when they told me they would only sell it for salvage.

I just check my vehicle records on the toyota owners site and see that they have repaired to car and have had it inspected. They are obviously going to re-sell it. I feel that everything they told me was a complete lie.

Posts: 11 March 2010

That is outrageous! I definitely empathize. Good luck with your next car (hopefully, not a Toyota!)

Posts: 2 March 2010

I had the same problem. My 2004 Matrix, 115,000 died just as I pulled into the dealers driveway. As an user here described it sounded like someone had thrown a handful of nuts and bolts into a blender. They gave me a repair estimate of \$3475.00 and never mentioned anyone else having problems. Told me the Blue Book Value was \$3500.00. It didn't seem worth repairing. I, now I think, stupidly, traded it on a 2010 Camry. They told me they were going to scrap the Matrix.

I checked back on the Toyota owners site and saw they repaired the car and had it inspected, so I guess they lies and are going to re-sell it.

Posts: 3 March 2010

Just to let you know what you may be in for... Please see my original posts #14 (Feb/07) and #27 (Jun/07). I had the car repaired in Dec/2005.

Since then I have put 200,000 additional km on the car (commuter) without incident. You should all know that at 299,999 km the odometer stops working (stuck at this value). Known glitch apparently.

Recently though, the car started making the same sound as it did back in late 2005 prior to the repair.

The local transmission place confirmed my suspicion, and it was time to repair the transmission again. The rest of the car is great shape otherwise. At the same time I had the original clutch changed, and to save some coin (\$Cdn 600) chose not to replace the cables. Syncros were also changed out this time. Total cost \$Cdn 2850. Ouch.

I had a look at the parts, and the same culprit bearing replaced in 2005 was the culprit again in 2010. The fact that I have now rebuilt the manual transmission twice is quite disappointing.

I was not at all impressed by the way that Toyota handled this problem, and judging by the number of posts on this forum, continues to handle the problem.

On principle, this will be my last Toyota.

Posts: 3 March 2010

Sorry it happened to you again, Personally, I won't let my Matrix get past 100,000km again before unloading it. When my tranny went a couple of years ago and I found a rebuilt out of a tranny shop in California, the mechanic told me that the replaced bearing was identical to the one that blew up and that I should "expect the same thing to happen, eventually.

Another interesting point was explained to me by my local transmission shop that did the install for me. The owner said that changes to components in anything automotive happen all the time and it's all based on cost and/or weight. He said something as simple as a bolt weighing 1 ounce less than a previous bolt can mean savings that add up to the hundreds of thousands or even millions. He said it was likely that something similar happened in this case ... a decision way down the line, by some bean-counter back in 2002-3 ("Hey, this bearing weighs 3 ounces less!") has resulted in grief for a large number of Matrix/Corolla owners. Not a justification, but a bit of an explanation.

Posts: 5 March 2010

Interesting comment. However, I believe the Matrix transmission is outsourced. The supplier installed marginal bearings not for less weight, but for lower cost. The vendor gets to pocket the cost savings which will amount to many thousands of dollars over the years he gets away with it.

The transmission was "redesigned" for my 2005, but the bearings were still marginal. As mentioned previously, mine let go at 117k miles. The replaced bearings have been ok for the past 4000 miles, but who knows how long they will last. I doubt Toyota will ever stand behind this discrepant product.

Posts: 6 April 2010

I have been dealing with this same problem also...you can check my early posts.
I just got this from Toyota today.

Dear

We apologize for the concerns with your 2004 Matrix, and regret to advise we would not be in a position to offer further financial support of the vehicle.

Regarding any purported research of a technical issue, we would not have any information to share unless a Special Service Campaign or recall is released. If such an item is released, the vehicle owner and the dealership will be notified.

At this time, the Matrix is far out of the warranty which is for 5 years or 60,000 miles from the vehicle's in-service date, whichever occurs first, and we do not show any Special Service Campaigns or recalls on this vehicle for the condition described. Once a vehicle is beyond the warranty parameters, responsibility for the cost of repair falls upon the vehicle owner. We apologize we are unable to further assist you in this matter.

It is because of comments such as yours that we are able to review our products and improve them.

We regret you are dissatisfied and comments have been documented at our National Headquarters under file#XXXXXXXXXXXX.

If you require further clarification on Toyota's position, please contact our offices by responding to this email or contacting us by phone at 800-331-4331.

Sincerely, Anita Mouton

Toyota Customer Experience

What a crock. I have referred them to this site and they still won't do anything. I have filed with NTHSB...Written to my congressman....someone tell me some good news.

Posts: 3 April 2010

See my post (#228) on Aug. 1, 2008. Repaired transmission and clutch at 87k miles. Paid only (!) \$845.

I decided to trade the car in at 117k. I couldn't wait for the bearing to go again. Bought a Certified Pre-Owned 2007 BMW X-3 3.0si. M-badged Sport Pkg, premium package, heated seats, leather everything, panoramic two-piece sunroof, etc. Solid as a rock, 260 hp from an in-line 6, and corners like a sports car. LOVE IT! Extended warranty and maintenance program. They treated me like I was special. First time ever (that's 40 years) in a dealer that I didn't feel (or know) I was trying to be had.

They think it has to do with recent Toyota difficulties that they decided to refund APA members that complained about their Matrix (I am not the only that has been refunded).

That \$750 refund was welcome and I think the company is heading the good direction.

So if you are in Quebec, contact APA, they may help you!

Posts: 6 April 2010

You don't say what year your Matrix is. Toyota told me something similar when I brought my 2006 in. I shopped around a bit and the independent mechanic I consulted didn't offer to do the job much cheaper. I decided to let Toyota go ahead and was pleasantly surprised when they installed a new transmission for the cost of labor only (about \$1000). This was right around the time the big recall was announced. Good luck!

Posts: 2 April 2010

It's a 2003. I doubt that my dealer will give me the part for free, they are always trying to get me to pay for a bunch of unneeded services when I go in for regular oil changes. Once they tried to get me to go for and "Engine Shampoo". No, really. I'm pretty sure they aren't going to spring for a \$2000 tranny without a fight...

Posts: 1 April 2010

I have a 2003 Matrix 4wd XR. It's been making funny rattling noises for a year. I guess it's the bearings. Yesterday, it felt like the transmission was starting to slip. You know that jerking action when the car is having trouble shifting gears, but then doesn't shift? It took a few seconds, but finally shifted. I am at 103K miles. I am going in for service Wednesday. The check engine light came on at about 2 weeks ago. I'm concerned that the transmission might be bad... Is this the time to buy a new car?

Posts: 3 May 2010

6 months after purchasing my new 2006 Matrix the transmission quit, period. Stopped while on the freeway. Toyota replaced the transmission with no argument. However, this year the car jumps while climbing hills. It jumps so badly it startles myself and/or any passengers. One Toyota dealer said they would look at it for about \$174, no guarantee they could fix it. Another dealer took the vehicle ran it through the computer took it for a test drive and claimed there was no problem. The car still jumps. I have to stay very conscious of my accelerator to keep it from happening and am not always successful. If I take it out of Over Drive it does better but still no guarantee it will not jump. I'm not a happy camper.

Posts: 10 May 2010

Good News! The attorney's have been contacted and are currently reviewing data as we speak. I thank everyone here for all your contributions, time, and stories. I hope we hear something soon that will be of good news. I will keep posting as information is available upon release.

Posts: 6 May 2010

My rear Differential in my 2006 Toyota Matrix XR 4WD was making a whining noise that increased in volume as speed increased. I took it to the dealership and was informed that it was the Rear Diff. and would cost \$2300 to replace. Car has 68K. Powertrain Warr. is 5 yrs. or 60K. Dealer quoted me price of \$2388 to fix?? I said it should not have gone out as I have done EVERY maintenance on this car. They then offered me a measly 10% as a whiner/consolation fee. I then called the "customer center" of Toyota and was eventually told that they would up the "offer" to \$600, and that was their final offer. They then called me the next day and told me that it was actually the Transmission Coupling Assy, and that it would cost another \$400. Toyota said they would cover the difference of \$400 since it was misdiagnosed. I said they should cover all of it since it was clearly

defective. They refused. Then I found a Toyota Technical Service Bulletin on the internet describing the EXACT problem, dated August 23, 2007. So they knew about the problem, and did not notify me. I know this must have happened over a long time, and I could have brought the car in to be inspected, well within its warranty, but Toyota did nothing. I think Toyota is NOT standing behind their product. \$2417 later, Toyota would not acknowledge that this was a defective part, and forced me to pay for it. I shudder to think what might have happened had this part seized up on me at 65 mph in traffic, or on one of our icy mountain roads in the winter.

Posts: 9 May 2010

Who do we send information to? Is this in Canada or the US? Sorry, been out of the country and haven't stayed up to date on things. I am definitely in on this, just had a second clutch replaced along with my transmission, fly wheel and starter..

Posts: 1 May 2010

THIS IS EXACTLY what happened to me starting today. Interesting. I took it to the dealer: seems ok now. (cross fingers).

Posts: 6 May 2010

This is what my 2006 XR 4WD was doing as well. It was diagnosed as needing the Transmission Coupling and Bearing assy. needing replacement at 68K, Toyota would not eat the cost as it was out of warranty. However, they knew about this very problem because I found a Toyota Technical Service Bulletin dated August 23, 2007 DL002-07. I would bet it is the same issue... I complained to Toyota and eventually I got \$1000 off for the job. But I still ended up paying \$2400. Good luck!

Posts: 10 May 2010

If you have the information from the Toyota Report please post a link on here I will fwd this on to my attorneys. This info. will be very helpful.

Posts: 6 May 2010

I don't have a link, I have the actual Technical Service Bulletin. I would be happy to fax it to you or something...

Posts: 3 May 2010

Any chance I could send you scanned info my email? Don't have a fax machine.

Mt. Arlington NJ Posts: 3,516 May 2010

Solicitation is **NOT** permitted in the forums. **Pickups/Wagons Host**

Posts: 1 May 2010 edited May 2010

I really can't believe it!, it looks like you can add me to the list of the 03 Matrix transmission issue! My car (with only 85000 KM!!) fully dealer serviced since day 1 (I'm first owner), is experiencing the same symptoms of a bearing failure, low grinding noise (consistent) like something is rubbing (sounds like a bad rotor rub) last night and then driving home something felt like it scrapped on the pavement (a louder grinding sound - inconsistent), I pushed the clutch in and all noises went away (until release again). I drove maybe 8 Km, the louder of the two sounds happened 3 more times until I parked it in my driveway. Seemed to switch in and out of gear fine, clutch seemed fine (didn't try 4th or 5th). In retrospect, the low grinding noise may have been going on for a week now as it did sound a little strange but I attributed it to the brake work I just had done, not sure, just noticed it last night with windows open and no music. I really am still in shock at the moment, I am having it towed to Toyota for them to look at but based on what I read here, another case of this bearing issue! I am so mad/upset right now, I have babied this car and made sure it was Toyota serviced since day 1 (looks like that doesn't matter, as it's a matter of time with this bearing). Now I will hold off other comments until I see what Toyota has to say here on the East coast of Canada. They have always seemed to treat me well, and me them by taking my car to them for all service, even after regular warranty (plus referrals)! So here is where the true test happens, will they stand by me with "goodwill" after all that and due to low KM, in my mind this is not coincidence but a defect! ...I will definitely respond when I know more! I like many others am very concerned about this. Normal wear and tear I'm fine with, this, I'm not. Not on a Toyota, I've have told countless ppl how reliable this car was!!!! I see all the next steps after I find out what's going on, Toyota.ca, CAMVAD.ca, Safecar.gov, local media...I will see what Toyota has to say now, I can't afford (like many others) thousands of dollars for this repair! Just can't believe it on a 85K Toyota! Internal bearings like that should be made to last!

Ps - on the only positive note I can think of at this moment, I am glad I found this forum last night, if not I may have tried to drive on the highway (110KM/hour) to get it to the dealership (instead of towing) to have them

check it but could have endangered my own life, my girlfriends, and who knows who else if I would have lost control at 110KM/hour on the highway if it would have locked up!, so thank you for your posts (even years later),... Cont.....

Posts: 28 May 2010

Hi, I'm also in East Coast Canada, Halifax. My Toyota died in 2007 with 85K as well. Just 6mths past warranty. They paid 60%, so I still had to spend \$2000. Hopefully the age of yours won't make it harder for you. Had to fix mine in Fredericton since it happened while in Maine. Heard whining noises all the way to Boston and back, and made it to Maine before it died. Thought I had a muffler problem. I was one of the early posts on here at around message 83 or something. Sucks that there is nothing in the news about this one. Not enough of us I guess, and no one has died! I sold mine after the repair. My email is mhlaur at hotmail.com in case you'd like more info.

Posts: 3 June 2010

After sending a message to Toyota to tell them about my transmission problems, they called me today. They recorded my issues and gave me a number. The number keeps track of the problems and can help me extend the warranty if needed. This can't be done through the dealers, the dealers will only tell me I am out of warranty. The warranty for the transmission is 60,000 miles and my 2006 Matrix just passed 60,000 miles. I appreciate their attention and tracking of this situation. My post 411 describes the information I sent to Toyota.

Posts: 12 June 2010

My check engine light comes on sometimes and will go back off after a couple of hundred miles. I had the scope put on it and it showed torque converter problem. Does anyone know what that involves? It started happening right after I bought the car in Nov. 2007. I took it back to dealer and they said it was a gas cap problem. I'm thinking they just didn't want to bother with the transmission on warranty. Thanks

Posts: 2 June 2010

Add one more to the list of 03 matrix manual transmissions to fail at under 80,000 miles. Very frustrating. This car has been well cared for and serviced regularly. I've lost my faith in Toyota.

Posts: 1 June 2010

Me too - 2004 Matrix 5 speed. Trans failed around 68,000 but began making noise long before. Total cost to date is around \$3000 for transmission repairs. Toyota customer service offered \$200 assistance since I did not use a Toyota dealer for repairs.

I think our problem here is that we will never get Toyota to acknowledge this issue because this really isn't their car. Here in the USA this model was also sold as the Pontiac Vibe. There are reports of the Vibe having similar problems:

<http://townhall-talk.edmunds.com/direct/view/.f0dad00>

The Vibe and Matrix appear to have been built at the NUMMI plant in Fremont, California:
<http://en.wikipedia.org/wiki/NUMMI>

Here's a link to fascinating podcast about the history of the NUMMI plant:

center assured me there was nothing to be concerned about. Yea, right...

Posts: 1 June 2010

Hi everyone. 2005 Matrix automatic with 85K miles. Transmission started jumping into gear, check engine light came on. My personal mechanic sent it to the transmission shop, he changed the fluid, but thinks the issue has something to do with a computer problem. Advised me to take it to the dealership. After reading this thread, I'm thinking I should ditch this car. :lemon:

Posts: 2 July 2010

I recently noticed a strange extra noise in my engine as I shifted through my 5 speed manual transmission. My car is the 2003 model with 92500 miles on it. A brother-in-law happens to be a Honda mechanic at the local dealership and upon riding with me determined it was a bearing noise in the transmission. His buddy at Toyota across the street says local Toyota dealer has "replaced" 10 manual transmissions in this Matrix series in the past couple of years. A bigger dealership 40 miles away denied knowing of any problem in these Matrixes and offered a free diagnosis. After riding with their mechanic and demonstrating the noise (which he really couldn't "hear") and after looking at the car up on a lift they concluded my tranny is solid and that the clutch is showing wear. I have not noted any difficulty or change in ability to shift, but the noise is a low purring sound and at lower speeds in lower gears reminds me of a Peterbilt semi in idle...Initially, I thought it was an exhaust problem but brother mechanic says no way. After the clean bill of health I sought info on a trade at the same dealership and they offered me 5 grand for the old dog. I really enjoyed this car, but after reading the 400 some threads on matrix transmissions, I think I am going to jump on the trade and get out from under this car ASAP. Any more recent news on government intervention re: this tranny issue? BTW: neither Toyota dealer will offer any "help" with paying for the fix on the transmissions without an official bulletin or recall, they will take no responsibility for it. I was very surprised at the diagnosing dealership's high offer for my trade however...makes me wonder a bit. Are they that desperate to keep me as a customer or are they just that desperate to sell my trade and make money off of the poor schmo that buys this lemon freak car???

Posts: 4 July 2010

2003 XRS 6 speed. Clutch started slipping within the first 20K. Now at 75K it feels like 200. Brought it to the dealer several times. "No problem". Thanks Keyes Toyota. Y'all come back real soon!. If 75K sounds low, it is. We baby this thing.

My wife and I have been driving sticks forever. Her last car - Tercel - had 190K on the original clutch which was still going strong when we sold it. Somehow our gross incompetence is to blame for this. I don't think so. I had a hunch the car was too heavy for the transmission.

Now the wife hears a muffled rattle that I don't hear. Glad I found this forum, Will be calling Toyota today.

PM me or respond here if you want more info or if there is really a class action to join.

Posts: 1 July 2010

I had the same problem. I had the 03 Matrix SR with Automatic Transmission and babied the bejeesum out of it, inclusive of tune ups, oil changes etc. Out of no where after 138K (94% highway) miles, the transmission SUDDENLY dropped out of use...I still had 4400K left on the loan to pay off. I ended up getting towed to the local Toyota dealer and they said it would cost 4800 to fix it. That being said, put the proverbial

bullet into the entire engine and I ended up buying a new FJ Cruiser. I wonder if there is a way that considering all of the owners here having a consistency issue in the drive shaft/transmission might have a notion for a class action law suit towards Toyota. I have been a 18 year Toyota customer, but it seems that this "shafting" is wayyy to common for this owner to take. Get back to me if you have an opinion please. Regards,~ [REDACTED]

[REDACTED] Posts: 11 July 2010 edited July 2010

How often did you get the transmission fluid changed?

Every 30K miles is optimum.

[REDACTED] (from 3 years ago) had a manual transmission with a failed bearing.

What part(s) failed in your auto trans?

[REDACTED] Posts: 117 August 2010

I just changed the trans oil in my '06 Matrix 5-speed at 21K miles. It was pretty dark, with a metallic sheen and a slightly gritty feel. Seemed in worse shape than the trans oil in my previous Hondas after 30K miles. In hindsight I would have changed it at 10K miles. I plan to change it every 30K from now on. I refilled with Valvoline 75W-90 (dino). I think it was \$12 well spent.

[REDACTED] Posts: 3 August 2010

M 03 toyota matrix transmission went caput last friday.

51k miles on the clock. bought it brand new from toyota in caldwell nj in 03. aamoco want \$3900 to fix.

Toyota and aamoco...steer clear of both companies if u know whats good 4 u

[REDACTED] Posts: 117 August 2010

Automatic or manual? Yes, stay away from AAMCO (All Automatics Must Come Out) I'm curious, did you ever have the transmission oil/fluid changed?

[REDACTED] Posts: 20 September 2010

Just had the bearings replaced along with a new clutch at 146,000 miles. The car has been regularly serviced with probably 90% or more commuter highway miles, and my wife is not an abusive driver. Independent trans shop stated that they found the same two problem bearings that they always find, so I question some previous comments that this problem is only found with 2003 or 2004 models. Kudos to my wife for noticing the noise in the early stages and bringing it to my attention, because I certainly would not have wanted to install a salvage unit with the same potential problems, or foot the bill for a Toyota unit. Given that my past Toyota Corolla's have gone past 250,000 miles without manual trans issues, the \$1450 cost didn't exactly make me happy. On the other hand, no one is going to stand behind a 146,000 mile bearing. Both trans shop tech and QA folks at the parts facility where I work felt that the bearings were simply not strong enough for the load, because they were not burnt and the fluid looked okay.

[REDACTED] Posts: 1 September 2010

Well I love my Matrix and really enjoy driving it. Recently at 133000kms I took it into the dealership because it has had some starting problems. it is a 6-speed manual transmission and its been getting stiffer as time goes on. I bought the vehicle back in '06 and have been told numerous times that the clutch needs to get redone but I'm not hard on my car at all. I see that the bearing problem is quite prevalent in these models but is there any start problems that anyone has noticed? was quoted by Toyota 6400, OEM transmission and clutch... I don't think so. Taking off the hoist and going to Wilson's to see what they can do, I only want to pay a grand tops.

Looks like its going to be close to that just for the labour hours. Screwed over

Posts: 15 September 2010

Glad to hear you caught it before big damage was done. I also have a 2005 5-speed (only 72K miles) and was wondering what the noise was like so I'll know what to listen for.

My car has so far been completely trouble free (knock on wood) and averages 34 to 38 MPG depending on the highway/city mix.

Posts: 1 September 2010

My Matrix is a 2007 with 146,000 km. I'm located in Nova Scotia.

The Transmission is ruined. I paid the \$3000 for the super extended Warranty and I did all of the service that was communicated to me by Toyota and more.

Toyota Will Not Honor the Warranty.

Toyota will do nothing for me. They are Scum.

I have two Toyotas, Both are for sale. I'm finished with Toyota.

Some interesting Facts about my case:

1. Toyota never gave me an Owners manual or an Owners manual supplement when I purchased the car New. They said they were out and that they would order one for me. I have never recieved either.
2. If I lived in Maine or Alaska or Texas, I would never need to replace the oil in the Transmission as it is only required to check the level if the car is purchased in the states.
3. Toyota knows this is a problem.
4. They've been trying to hide it for 7 years.
5. There is a recall against my Car which Toyota did not inform me of. I had to find it on the internet.
6. There are 11 Technical Service Bullitens on my car, of which Toyota informed me of NONE.

I say we launch a class action suit against Toyota. They deserve it. My new Hobby is causing problems for Toyota. I should have some time to commit to my new hobby as I no longer can drive anywhere.

Here is my first Idea:

All of you, Go to your local Toyota Dealer on Saturday. Hang around looking at cars, If a sales guy approaches, Tell him you're not decided yet, you're just thinking about trading up. If a Customer approaches you, Tell him your story and tell him to Run! We'll beat the buggers by Attrition. This won't help in making Toyota pay for your Tranny but it will be satisfying when you turn away a customer, or save some innocent consumer the trouble you suffered. If there are twenty of you at that dealer, Try not to congregate or form an angry Mob. That could look bad for our case.

Don't get Mad, Don't get Even. Ruin Them!!! Hate Toyota!

Posts: 1 October 2010

Hi. I have an 04 matrix with the dreaded tranny death rattle. Dealer wants to put in a new one. This TSB would help me a great deal if you still have it. Thanks!

Posts: 4 October 2010 edited October 2010

As posted earlier, I also have the 6 sp stick (75,000 miles). I bit the bullet last week and had the clutch replaced

by an independent repair shop at a cost of \$880. I really shopped around and the range of quotes from well regarded independent shops was \$880-975. All of them said it would have been a \$450 job if not for the need to hoist the engine.

Mega A-Hole KEYES Toyota quoted \$2400. Did I mention A-Hole KEYES? That's K-E-Y-E-S. AVOID!

The shop that did the work did not adjust the freeplay properly and I pointed that out. They responded that it should be normal, but would be happy to hear a second opinion. I went to a Toyota dealer (NOT KEYES - I did mention them, right?) and had them take a look. The dealer adjusted the freeplay for free and now all is well. The shop that did the replacement offered to pay for the adjustment.

FYI the shop that did me right was Auto Stiegler in Reseda. Speak to Johnny.

NO THANKS TO TOYOTA AND A SPECIAL GO EFF YOURSELF TO THE USLESS SERVICE MANAGER AT KEYES TOYOTA. THE ONLY THING THEY MANAGE IS TO AVOID HAVING TO STEP UP.

Posts: 1 October 2010

I have a 2003 Matrix (automatic) and that has never happened to me, but at 163k miles, my SECOND transmission just gave out on me. Now, I am going to sell. Prior to the Matrix, I had a Paseo that went to 265k miles without these problems. I think older Toyotas are better than the newer ones.

Posts: 1 November 2010

Well my 2003 matrix 5speed just died with just under 93,000. It made some weird noises that vibrated the car at about 90,000, then took it into the dealer. They said they couldn't reproduce it and everything was fine.

Later it came back and did it in every gear (previously only in 1 and 2, maybe 3). I was going to take it in but it went away. I had a dry-bearing/rattling sound I noticed in the past few weeks. Then today while driving on the highway in fifth, there was a high pitched whine which got worse as I drove. Finally stopped and the transmission lost a few gears and barely drives. Reverse is gone.

I'll have to see how much it is going to cost to fix but looking at \$3000+ with new clutch and flywheel (if I do it myself), which is really worth more than the car. I'll see how much the stealership wants to charge me tomorrow

Posts: 28 November 2010

Wow, can't believe the problem continues into 2007 models. Definitely cannot ever buy a Toyota again. Also might have to dump my boyfriend who works for Toyota since he claims to know nothing about this [non-permissible content removed]. Of course he has never driven a Matrix for more than 6mths, so doesn't have to worry about having his car die in the middle of a highway at 5y of age.

Posts: 1 December 2010

I had this same problem with my 2003 corolla s with 83k. The manual 5 speed went bad, making noise going down the road. It seemed like I only herd the noise when I let off the accelerator at any speed and in any gear also almost every gear would grind with full clutch pedal. So..... I knew this was not normal, so I pulled the tranny out of my car and sent it to the shop to save labor. Well for some reason the clutch was shot, throw out

bearing was ok. When the tranny was finished the guy told me the input and output shaft bearing were totally shot, which caused a domino effect throughout the whole tranny and jacked everything else up in there. So \$870.00 Im scratching my head later. Thanks, [REDACTED]

Posts: 3 December 2010

So...we loved our 2004 matrix until we had to replace the tranny for about \$3000. Before that happened, we bought a used 2003 matrix (we were under the impression from years of experience that Toyotas never die!), and just last week replaced that transmission for about \$3400! I've been driving Toyotas for 40 years. Will never buy another one.

Posts: 4 December 2010

Dealers will not admit they know about this. If they did Toyota would have to admit they know there is a problem that that would trigger a recall. Dealers will tell you it's your fault or that it's normal wear and tear. Either make a lot of noise or have it fixed by an independent shop. The dealer will charge you upwards of \$2200. Why reward their dishonesty? An independent will charge under \$1000 if you shop around.

Posts: 1 December 2010

Everyone with transmission issues needs to call 1 800 331 4331. be prepared to file a report with toyota over the phone. with your name address and vin number. they told me on the phone if enough people actually file a case there could be a recall or a repair campaign. so worth a shot!

Posts: 2 December 2010

y transmission started making a low grinding noise. It is the failed bearing. After doing some research I realized that the 6 speed does not have this reliability issue. I talked to the guys at monkeywrenchracing.com and they explained why this is. When toyota designed the 6 speed, they started with the 5 speed design and added an extra gear. The extra gear needs a longer shaft, the longer shaft needs an extra bearing, and that extra bearing transfers alot of the load.

I just bought a used 6 speed from them for about \$1100. This is cheaper than available used 5 speeds because of the high rate of replacement. The connections to the engine and shifter are the same and there are no electronics so the installation should be identical to the 5 speed. With a clutch and labor this repair should be less than \$2500 compared to toyota's \$4000 for a brand new inferior 5 speed.

again. Damage like this can't be undone.

My Matrix was recently hail damaged beyond repair and I had to find a new car.

I voted with my wallet and bought a 2010 Hyundai Elantra Touring GLS Sport :shades:

R.I.P. Toyota

Posts: 1 January 2011 edited January 2011

Wow! Had no idea that these manuals were so bad on these cars! To make a long story short bought my '04 matrix used with 110,000 miles on it. Previous owner took meticulous care of it and supplied all paperwork down the the oil changes. Had the transmission(manual) serviced 6 months ago. just normal routine stuff fluid exchange & filter. Never had any probs! I'm just way on top of maintaining a good running car as most of you are I'm sure. I hate car payments & leases...just need a A to B work car...

On my way home today(during a blizzard mind you) It started making god awful noises from the gearbox I assume. got about 2 blocks from home & the thing totally seized up!(engine still purrs) can't even push the car with it in neutral!! this car only has 128k on it now. my first Toyota(my first foreign car actually) & I'm less than impressed so far. Pretty pissed actually. Was expecting at least 200k before sinking any \$\$ into it! I always heard Toyota quality was second to none? I drove rusty beat up escorts & oldsmobiles & always got 200k out of those with minamal maintenance. had the matrix towed to the tranny shop here in downtown Detroit Michigan. what is the average cost of a rebuild? is it even worth it? I really liked the car! it was pretty functional/useful & got a good 35mpg. Out of it... from what I am reading I guess this is a very common issue. and it's not a cheap fix I'm hearing..any suggestions?

Posts: 5 January 2011

Ouch! That is the worst I've heard. They usually make some growling noises before complete failure. I caught mine in time and got a local repair shop to replace a failed bearing inside plus install a new clutch for about \$1100.

Unfortunately, this transmission is not rebuildable. De3signed as a throw-away. You better find \$3000=\$3500 for a new one.

Toyota says they have no knowledge of these failures. What a lie. Another reason not to buy another one.

PS: My brother had a rod let go in his 2000 Camry last year at 80,000 miles. He is a very slow careful driver, so it was not his fault. Toyota blew him off. He just got another new one. I told him not to.

Posts: 10 January 2011

Attorney Update::: Not good news! Just received a letter today, that they will no longer offer their services to represent everyone. I passed on all emails and notes from everyone (thanks for your support). They stated that they did not find enough evidence to have a good case (unfortunately). However, if anybody else has some attorneys that will go up against Toyota! Please let me know, because we do have rights and need to find someone who is willing to face them and let the world know about this problem just like the stuck pedals!!!

Posts: 1 January 2011

Hi all I have loved my Matrix 04 XR 5 speed (bought in July 2003) No problems till after I was rear ended in

2007 (80,000 miles) where I noticed the growling noise that you all have been talking about. My mechanic told me it was the transmission and my heart sank. The bearing needed to be replaced on the back end of the transmission and a new clutch (just because it was all apart) . \$2,200 (the mechanic chalked it up to the accident... insurance paid).

Lets move forward to 6 months ago

The Car started making the same noise!!! I was concerned at 130,00 miles and brought it to the transmission guy that did the work. he said that the bearing was probably starting to wear but no major concerns. If the noise gets louder than we can always open it up for \$2500. :surprise:

Last week I was driving home from VT and it felt like the transmission dropped out of the car DOA in 1,2,3, gear, with barely able to get it in to reverse. :sick:

Many repair options , new trasmission, \$4,00 rebuilt (cant find it) or salvage \$1500-\$2000. The problem is after all the posts I have read I cant see spending the money to have the same problem happen again , and who knows how long it will last. :mad:

My Family has been buying toyotas for years , my brother has an Avalon with 200,000 miles still going strong.

I feel that I go screwed by toyota because I even mentioned it mult times to the dealer and they said that this is a very odd problem that could not be common, or blaimd it on the accident.

Good luck everyone but I am going to buy a new car . it is sad that this car that I really enjoyed and loved has to come to an end by going to salvage. Thanks for Toyota not caring about their customers !]

Posts: 1 January 2011

We had our 2004 Matrix (standard) and loved it- maintained it- has 133,000 kilometers on it. We've both driven standards for over 25 years with no issues- no problems. So experienced drivers and experienced car owners. The past two months have been a disaster. First the right caliper seized in highway driving. And this month that "noise" started.. We took it into the "stealership" and they had no problem identifying that it was the transmission and probably the clutch slipping as well - seems like they have seen that problem before. We decided to take it to an independent garage and they confirmed it was probably a bearing in the transmission. Just turning the wheels on the hoist they could hear it. They have given us a couple of options - none of them good - They drained the fluid added Lucas transmission additive to try and quiet the bearings. They started looking for a transmission at the salvage yard the the guy said he'd love to have a truck load of Standard Matrix transmissions - he could sell them all! So bottom line is likely a new transmission + 8 hours labour or just drive it til the tranny falls out and NEVER buy a Toyota again.. A real shame. Like many on the forum we have loved our Matrix but the love affair has definitely ended.

Posts: 1 January 2011

Is it the same transmission in the 09 s?. I always want a manual and have never hear of a manual having more problems then a automatic

Posts: 28 January 2011

The 09 Matrix transmission is different, the shifter has longer throws than the previous model, that's why I got rid of it(07 Matrix) I might get same throw out bearing failure in the future. My 09 Matrix is doing fine so far, the only thing in manual compare to previous model is the shifter has longer throws than the previous generation.

Posts: 1 January 2011

I have a 2004 Matrix XRS I bought 4 years ago. It was a lease return and has had all maintenance at the required times. I paid for the extended warranty which expired 2 months before 6th gear went out in my transmission. I was still UNDER mileage.(100,000 miles) but was OVER in time for the warranty.

Posts: 11 February 2011

I have only begun to read posts about this problem. I cannot believe it. I bought a 2003 Toyota Matrix 5 speed new in Tennessee. My first Toyota. Bought it because "Toyotas will last forever" and I liked it. Have enjoyed driving it. But at about 60,000 miles I started hearing a "rattle" sound coming from somewhere in the area of the engine. Engine purred when idle but would hear the rattle when driving. Sometimes loud and sometimes not. Took it to dealership and ask them to please drive it, find it and fix it please. They kept it overnight, acknowledged that they heard the "noise" but assured me it was nothing to worry about. Told me that some of the Matrixes will make that noise after a while. I told him it was not normal. They told me it was. Suggested I have the fuel injection system cleaned and it MIGHT quieten it down. I did. It didn't. They still told me not to worry about it. Was absolutely NOTHING to worry about. All this time, sometimes I'd hear it, sometimes I would not. Otherwise, car seemed fine. Last week, at 72,000, as I was slowing down to turn off the main highway, the rattle got LOUD, my car didn't want to keep going. Took about a minute of jerking, stopping, then going, not wanting to shift properly, all the while the rattle getting LOUDER AND LOUDER until the car jerked to a stop as I heard a popping sound. Totally locked up. Couldn't even push it in neutral. At first Toyota told me it was the clutch burned out, quoted a price of almost \$1500. Two days later they called to say the transmission was gone. I reminded them about the rattle which was dismissed. Tried to insinuate it was my driving. What BS! Been driving manuals for over 30 years. Don't think so. Then I started doing my homework and cannot believe all of the incidents with these transmissions. They all point to bad bearings. If I ever get this worked out I think I'll go with Honda. or maybe a Chevy!

Posts: 11 February 2011

Sure wish I had let someone else listen to my 2003 Matrix. Oh wait. Someone did. The DEALERSHIP! Started hearing a rattle at about 60,000, took it in and was told it was NOTHING TO WORRY ABOUT. NORMAL ENGINE SOUND FOR THESE MATRIXES. Last week at 72,000, the rattle got louder and the transmission is now shot along with the clutch which they said the transmission burned up. Just posted my story here a little earlier.

Posts: 11 February 2011 I'm with you!

Posts: 2,345 February 2011

Sorry to hear Too late now, but too bad u didn't see these posts back when you first heard the noise. At that point it is repairable from around 1500 bucks. But if you ignore it due to to getting dishonest advice, that figure becomes over 4500. And it is hard to find a used one because everyone else has already bought them up. And this part is what infuriates me about Toyota.

Even if you pay the big bucks for a new trans, it will fail prematurely also. Apparently there is a bearing in a

140. I don't understand why a recall hasn't been done.

Posts: 11 February 2011

Would be interested in knowing whatever became of this as my '03 matrix transmission just bite the dust at 72,000.

Posts: 11 February 2011

Well, I got no where with the dealer, did give me the number for Toyota corporate office. Can't afford a new car payment right now but will bite the bullet and get new transmission and hope it lasts for a couple of years yet. I will be in contact with Toyota, and will call every number I have found on this forum.

Any suggestions from any mechanics out here on what questions to ask or anything I need to check with my dealership with concerning the repairs?

Posts: 1 February 2011

I also had to have my clutch replaced! Now my manual transmission is shifting itself. I'm so disappointed in my Toyota; my last Toyota/Corolla was about 15 years old before it died.

Posts: 4 February 2011

HAHA <http://www.msnbc.msn.com/id/41756436/ns/business-autos/?GT1=43001>

Still no admission that there is a tranny issue.

Posts: 1 April 2011

We just joined the club. Our 05 has 159K miles on it, and, now it's worthless. It was our only 4-wheeled transportation.

Posts: 1 May 2011

i have a 2005 matrix i bouth it wit 84000 miles on it and have had no problems wit it it now has over 210,000 miles on it and sill have had no problems wit it or the tranny. and sill have no lights on over all this has been a good car for me

Posts: 1 July 2011

I blew my transmission yesterday with 110,000 miles. They are telling me \$4200 for the transmission & \$1900 for the coupler which normally goes with the tranny.

Posts: 1 July 2011

If you have the time you can go the Attrition route, but most of us don't have that luxury. I just vote with my wallet (I bought a new 2011 Honda) and tell everyone what happened to my Toyota.

I will never buy another Toyota. I had blind faith in their quality and reliability, but I will never trust them again.

What bothers me most are the people who post on here how they went out and bought another Toyota. Good luck to them. I don't like to live life by chance.

Don't hate. Forgive them for their ignorance and move on with your life.

Posts: 2 August 2011

twice and they swear they can't find a problem. The second time, they claimed they found the problem, but charged me for a new water pump. As soon as I got in and turned the key to bring it home, the sound was back. My mistake was turning it off to go back inside to get the technician. Once back outside, I couldn't get the sound to repeat, even when they looked under the hood and crawled underneath. But then on the road, of course, it came back. By then I was almost home and was so angry I just went home to figure out what to do next. Now the problem seems worse and I fear how much it's going to cost me to resolve this. I'm wondering if I'd be better off going to a transmission repair shop, instead of the dealership. I'm afraid to drive it anymore!!! :mad: Advice/feedback welcome!!

Posts: 1 November 2011

Oh boy where to start? I bought the car certified new from a dealer ship after I can back from the military, I had it just over a year when things started breaking. The driver side panel inside the car that is between the door and windshield the plastic piece broke off, the driver side plastic panel to hold on controls snapped off the controls, the clutch went at 126k the windshield was put in properly by them and it was set wrong and snapped and broke, the newest thing is my boyfriend and I were driving and all of a sudden we heard what sounded like a big break and rattle in the door. The 5 hours later when we getting ready to leave work the whole driver side window shattered, the recall for the bolts were done last year when I got the clutch done, I brought it back to them Saturday they wouldn't let me watch the door come off from outside the shop, they only brought me out after about 2 hours and telling me that it was a PLASTIC tab that broke, not a bolt.. Something sounds really sneaky. Nothing mechanical breaks bc I take care of it, but it's all the damned plastic.. What do I do now

Posts: 1 November 2011

I had the same problem with my 2003 matrix last December. We were driving around a corner and it just quit. So thankful we weren't hurt. I hear now they changed the engines. According to Toyota, there wasn't a problem. So why change? I'd love to go after Toyota !!!

Posts: 3 November 2011

Has anyone filed a complaint with their local Attorney General's office or consumer group? Or what about a letter to a consumer watchdog on a news station? Obviously, Toyota is aware of this issue, but apparently needs to be reminded how dangerous this can be and forced to do something about it.

In my case, I've taken the car to a local mechanic who also didn't think there was a problem. I know that noise is not in my head!!! Yet, nobody can be bothered to look into my suspicions on the transmission and see if I'm right. I'd love to see this problem get recalled before something serious happens.

Posts: 9 November 2011

Have the 1998 Corolla with the engine problems - small pistons and the 203 Matrix with the transmission problems and idling problems- would recommend you NOT buy Toyota. I thought Toyotas were very reliable but having second thought.

Posts: 9 November 2011

I have a 2003 Matrix basic - auto trans seems to shift down for no reason. Dealer found no problem - but I know something isn't right. Anyone else have this?

Posts: 2 December 2011

My 2003 Matrix just died in the middle of traffic, with my 8-year-old in the back seat. We had opted not to take

the freeway because the gears had suddenly started acting funny - this is after I had taken it to the shop, who said they didn't see anything wrong so maybe a tune-up (which we did). We nearly got hit several times, sitting in the locked and dead car in the middle of the road. If we had taken the freeway chances are we would have been rear ended - with my son there. Toyota as yet not taking responsibility. We had clutch replaced 1-1/2 years ago already. Transmission blew so badly that it melted the core, making it not salvageable either - so \$3800+ quote. Car basically totaled. DO NOT take your fears of car lightly! Go to dealer and insist on new transmission! Lemon: Anyone getting together a class suit?

Posts: 117 December 2011

How many miles? Was the trans oil ever changed?

Posts: 2 December 2011

yes, it was... we did all the maintenance when needed. the car had 92k miles.

Posts: 1 December 2011

My car is 7 years old, but I hardly drive, my car has 58,000 miles on it and the transmission just took a dive..... So much for Toyotas lasting forever, and so much for me stating I would never drive anything but a Toyota. The repair is higher than bluebook. Just for the record it is a 2004 Toyota Matrix XRS 6 speed.

Posts: 2 December 2011

I have owned this car for 3 years. Only 76,100 miles. The clutch had been replaced twice. The clutch broke a 3rd time, it broke the transmission housing, and now, just 5 months later from having the whole transmission replaced. The clutch is out again.

I am not in a position where I can buy a new car. I'm at such a loss.

Posts: 3 December 2011

I think folks need to start contacting the Better Business Bureau, State's Attorney's office, news media or whoever it will take to get Toyota to wake up and get this transmission matter on a recall.

2014

Posts: 1 January 2012

2004 Matrix 5 SP, Sounded like a bear in goin@ 1-4-2012

Posts: 117 January 2012

How often was the trans oil actually changed?

The Service Guide only calls for inspection every 30K miles.

Posts: 1 January 2012

I had the same problem this past December 2011 where my check oil light came on and the Matrix 2003 suddenly died on the freeway. I had it towed to Toyota and I was told by the dealer that my engine was not getting oil on the top part and I needed a new engine for \$7000! Had to sell my car as junk. I had had regular care and oil changes since I bought the car used with 50,000 miles on it. It had 130,000 miles on it when it died. The only other problem I had with it in the past was when a check engine light went on intermittently and a new catalytic converter/tailpipe took care of that problem. I will not buy another Toyota and just bought a Honda Fit which I hope will give me at least 10 years of good driving.

Posts: 117 January 2012

betto you could have had an independent shop put a rebuilt or junkyard motor in for much less than \$7000. There's generally no need to take an out-of-warranty car to the dealer, their prices tend to be the highest.

It had "regular care and oil changes" while you owned it, but what care did it get during its first 50,000 miles?

And the \$64 question: how long did you keep driving after the oil light came on?

If more than 30 seconds then that engine failed due to your negligence, not Toyotas fault.

It's not a "check oil" light, it means there's no oil pressure and damage is imminent.

Posts: 28 January 2012

You're obviously one of those gullible people that refuses to believe these cars are crap. Why would kbetto take the car anywhere for a new engine for any amount of money? It was junk. Would have died no matter how long the light was on. I was one of the early posts on this way back in fall of 2007 when I also replaced my Toyota junk with a Honda Fit and am loving it. May be smaller but it's way faster and better built. That matrix was gutless on the highway.

Posts: 117 January 2012

You're obviously one of those irresponsible people that refuses to take any blame ever for problems in your life. When something goes wrong you start pointing the finger in all directions except inward.

Your post is pure venting and pretty nonsensical.

You like your Honda then good for you, however it's not suitable for my needs.

I owned a Civic and 3 Accords and liked them all too.

I've had 5 trouble free years with my Matrix and I'm convinced it's not "junk".

Posts: 28 January 2012

I'm the one that will be laughing at you when your matrix dies too. It's at that ripe age of 5y. Mine was gone at

5.5y and had NOTHING TO DO WITH THE WAY I DROVE IT OR MAINTENANCE OF IT! Pure junk. Enjoy the day you get stuck on the side of the highway like the rest of us.

Posts: 28 January 2012

Oh, and don't ever call a person irresponsible when you know nothing about them. You keep insisting in every post that these problems are the drivers' fault which is completely untrue. The bearings do not get enough oil, they pit, and then they fail. They possibly don't all have the same bearing from the same manufacturer so perhaps some won't fail and those owners are simply the lucky ones, not the more responsible ones.

Posts: 117 January 2012 edited January 2012

Oh, and don't ever call a person gullible when you know nothing about them.

I'm not insisting on anything, I just stated fact.

If someone continues to drive with the oil (pressure) light on for more than a brief time the engine will be toast. Doesn't matter if it's a Toyota or a Bentley.

And now you've confused transmission bearing problems with engine failure.

Maybe engine could have been saved if he/she hadn't continued to drive it with the oil light on.

Maybe it just had a clogged oil pickup screen, not unusual if the previous owner was stingy with oil changes during the first 50,000 miles.

You have no evidence that EVERY transmission or engine failure is Toyota's fault.

The hand full of people on the internet with problems multiplied by 100 isn't even 1% of the Matrixes out there on the road. Clearly you have some axe to grind with Toyota, but you'll never match wits with me.

Posts: 1 January 2012

bought 09 matrix 1st trans replaced under warranty at 14000 km didnt think to much about itin shop now for 2nd trans at 54000km being replaced under warranty.....dealer great about it no hassles just replaces trans like alls normal...driven standards for years never replaced trans even in younger days driving older vehicles..car serviced only by dealer and wife drives conservatively...I agree toyota needs to look into and correct these problems.

Posts: 3 January 2012 edited January 2012

Purchased new in April 2004 (manual 5-speed, XR model). Started making scraping noises @ 109K about a month ago (sounded a bit like brake rust, "hissing" or "growling" when accelerating or decelerating, but with clutch down the noise quieted down). Got worse (louder and more obnoxious) over the past week so I tried changing the transmission fluid this past weekend (fluid was the color of black coffee - I'd never changed it since new) with no noticeable metal swirls. Noise was reduced by maybe half for a couple of days.

A hundred or so miles later, the noise is back but worse. The growling is accompanied with more "chatter" and shifting gears is stiffer but all gears still work. Took to an Aamco shop, they had one Matrix 2003 failure like mine (replaced the transmission since they couldn't find parts). Claimed that they saw some metal swirls in the transmission fluid and recommended that I do the same for \$3900. I opted out and will likely try to do the repair myself. I'll just have to figure out how to get the Matrix high enough off the ground to drop the transmission out onto a dolly and back.

coaxed off while splitting the housing before the sections can come apart. Don't do what I did, I split the two with the transmission was on its side to get more leverage and ended up spilling some of the gears and levers inside the housing, it was a huge mess with gears hitting other gears and parts falling out. Took me an hour figure out where things go.

Posts: 1 March 2012

I've got a 2003 Corolla 5-Spd using the same C59 transmission. At 162,000 miles, my transmission gave up the ghost. At first, I thought it was just my clutch and flywheel since the clutch has been slipping for awhile now. I just didn't have the money to get around to replacing them right away.

Three weeks ago, I suffered a sudden and catastrophic failure driving home on the freeway (thank God it was midnight and barely any traffic). I started to hear an usual whining from the transmission coupled with scraping and grinding noises and periodic screeching).

Anyway, I was still on the original clutch and I had already ordered up a new Fidanza clutch and an MWR chromoly flywheel in addition to a TRD Japan clutch line. I was actually getting really excited, but after putting all these shiny new parts in, I've come to the realization that it was not the clutch that failed, but rather, something inside the transmission. I talked to a well-regarded and heavily-recommended gear shop nearby (3 out of 6 mechanics in my area recommended the same guy). As soon as I mentioned I had a Toyota 5-spd, he went on a rant about them and how many rebuilds he's done on these Toyota transmissions. He then proceeded to show me up a blow-up diagram of the transmission and started pointing out the bearings that have most often failed. He was even aware of the plastic cage inside that he thinks has probably shattered.

Luckily, my rebuild is going to come out to around \$1300-\$1400 (that includes labor to remove and reassemble the transmission back on my car), which I think is an incredibly good deal. I've heard of people spending twice as much on parts and labor!

Anyway, just wanted to post my experience. After reading this thread, I almost feel like one of the lucky ones. My original clutch lasted 162,000 miles, as did my transmission. While I would have liked this transmission to keep humming for another 40,000-90,000 miles, it seems unrealistic to expect any vehicle component to last that long. I suspect that the bean counters at Toyota figure an average person will keep a car for max 10 years and drive about 15,000 miles a year. So shooting for component life of around 150,000 miles is probably expected. It's a mechanical device, and I know that there are going to be plenty of other things that will break down as I start getting closer to that 200k mark. It's just inevitable.

Posts: 8 March 2012

We had to replace our five-speed manual transmission at 98,000 miles! I sent a certified letter to the president of Toyota Motor Corp. North America. I was told since there is no recall, I would not be compensated. The cost was \$3,100!

Please sign my petition at <http://www.change.org/petitions/unbearable-transmission-bearing> Hopefully if there are enough signatures, Toyota will do a recall. Thank you!!

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Posts: 24 April 2012

Hi all, I plan to buy a 05 XRS Matrix. I'd like to ask your opinion about that year with XRS 6 speed transmission problem. I'm interesting in a 05 XRS with 125K miles, just replaced OEM clutch. Do you think that is OK to buy it? or maybe not? Thank you for your recommendation.

Posts: 8 April 2012

prior to buying the '05 Matrix, I suggest you do extensive research on it to see if the same transmission problem exists. If so, I would not buy it. It is a very expensive repair.

I have also heard that the clutch on the Matrix is not suitable for the weight of the car. I had to replace the clutch at the same time as the transmission! Big bucks! Both of these were replaced at 98,000 miles.

On the Matrix petition site, several people posted they had the same transmission problem with their Matrix. Definitely do your research.

Posts: 24 April 2012

Thank you for fast reply. Your advise is definitely make me think twice about Matrix. I'll looking for something else. Thanks again and good luck with your class action.

Posts: 20 July 2012

I posted here back in 2007, after my 2003 Matrix 5-speed transmission died at 65,000 miles. At the time, I thought it might be faulty bearings or something else, so I had it rebuilt for \$1800. Well, it lasted a little longer this time, it starting failing a year ago, and now the grinding is really bad again, at 142,000 miles. So, I ordered a 6-speed from a wrecking yard and it is going in hopefully this weekend. But if I have any other major problems, I am basically through with this car. See the list of repairs below.

Catalytic converter \$600

Starter \$400

Brake rotors warped at 70,000 miles (\$300)

AC Relay stopped working \$10

Transmission \$1800

Transmission 2 \$1600 hopefully with new clutch

competitor. Excessive wear is due to either inferior components or poor design of the package. I too change my oil prematurely when I buy a new (or used for that matter...first thing I do is swap fluids if I buy used) but you can't deny (not if you have researched as I have...you still haven't said) that instead of an averaged neglected trans (representing the masses) lasting 200k miles, these ones are crapping at even less than 50k. What's so hard to understand? For comparisons sake a Fiesta calls for an oil change at 150000 miles. It's first change! And far be it from me to defend Ford as I am no fan.

It is not a reasonable expectation to have to change your manual tran oil only twice fewer times as you change your crankcase oil in order to get 200k out them.

Anyway, not going to debate with you further...have last word if you want.

Posts: 1 January 2013

I changed my trans oil at 51k, still at 60k got dreaded torque converter, stuck solenoid.

Car was always hard to get out of first gear. When changed ts oil -> oil was dark black.

Called toyota, support claiming they never heard about this problem. What kind of car has transmission issues at 60k 2012? The worst junker transmission would last longer.

Oh but they gave me case number if I want to complain:

This company does not stand by they products.

People buying Matrix are stupid. They are not quality cars. :mad:

Posts: 20 January 2013

Just thought I'd add a little to this discussion. I had two hondas that's both made it to 200,000 miles and I never changed the trans oil. I also never changed the clutch as they both lasted until I sold them. I also put 50k miles on a Subaru 5 speed in two years and no problem there either. Would it make it to 65k I don't know but no problems after 50k.

I bought my 03 matrix with 65k miles and it already had a weird sound when I bought it. The shop said it was a clutch so I negotiated \$950 off the price. Upon further diagnosis it turned out to be the transmission. I had it completely rebuilt and it lasted another 65000 miles. The fluid was new when it was rebuilt. I changed it 30k miles later. Still, the exact same problem came back 30k miles later. So blaming it on the lack of trans fluid changes is BS. I did answer your question about whether fluid changes affect it. As others have stated it is a bearing lubrication failure. You can change the fluid every day and it won't make a difference. It won't help.

Posts: 4 September 2013

My daughters transmission failed after approx 750 kms and 6 days after delivery. 2013 Toyota Matrix delivered evening of 22 Aug, 2013, back to shop for new transmission on 30 Aug 2013.

my email

Posts: 20 September 2013

Originally Posted by [REDACTED]

Over at an Edmunds forum a lot of posters are up in arms about bearing failure in the 03-05 5-speed trans. Usually happens ~100K miles. There's even talk of a class action lawsuit.

Yet, I see almost no mention of this anywhere else on the web. Anyone here had this problem?

I wonder if more frequent oil changes would make a difference. I'd bet that almost all of those failed trans had the original oil in them. I changed the oil in my '88 Accord every 30K miles and I plan to do the same in my '06 Matrix.

Quote:

Originally Posted by [REDACTED]

There are some 9th gen Corollas with bearing problems. Some owners on 9thgencorolla forum boards are on their 2nd or 3rd transaxles - others have gone 100s K miles with zero issues. Most cry manufacturing defect, as they have not found the root cause of the bearing failure. Similar issues seem to plague the 6 speed transaxles in the XRS models.

I agree, a more aggressive maintenance schedule can address many of these concerns. A bearing will not fail unless it doesn't have clean lubrication or correct lube (some owners turning to non-approved "magic" gear mixtures to cure excessive noise and improve shifter feel) or loaded incorrectly.

Hello,

I have a 2004 Toyota Matrix 5 speed, I experience 2 manual transaxle failures, one at 135,000 kms and the other at 185,000 kms. I bought the Matrix in 2006 with only 36,000 kms on it. I removed the original gear oil and installed "Royal Purple" gear oil. and changed every 40,000 kms. I decided one afternoon here a couple months back to tear the original transaxle apart and found that the bearings that hold the shafts to the outside of the casings were a flat roller bearing with PLASTIC CAGES!!!! WTF!!!! In my personal opinion replacing the fluid every x0,000 kms may help but what does not help is PLASTIC CAGES to hold roller bearings.

All I can say is shame on you toyota, these vehicles are not Radio Controlled toys or shopping carts!!

Quote

Quick Reply

08-22-2011, 10:59 AM

post #12 of 23

New TN User

Join Date: Aug 2011
Location: Fredericton
Posts: 2
Mentioned: 0 Post(s)
Tagged: 0 Thread(s)
Quoted: 0 Post(s)
Thanks: 0
Thanked 0 Times in 0 Posts
iTrader Score: 0 reviews

Yes, I had a 5-speed manual tranny failure as well at 140,000 km- 2005 Matrix TRD. Bearings were the culprit. I followed Toyota's updated (they know these have a lot of problems) fluid change schedule (every 64,000 km) since km 0 and it still happened. This transmission has always felt kind of cheap from day one with poor shifting, etc. I think I may try this MT-90 fluid since I live in Canada and this transmission works poorly without at least 5 minutes of warm-up in the winter. More like 10 minutes in January-February. Next time it fails I will be putting a used 6-speed transmission into the car as they seem to have far fewer problems.... and it is only a matter of time. Also, why not the same problems in the Vibe? And as far as the plastic cages- as you serious????? Can't be.....

Quote

Quick Reply

08-22-2011, 11:11 PM

post #13 of 23

TN Post Wh*re

Join Date: Jul 2004
Location: Calgary, AB
Posts: 5,853
Mentioned: 3 Post(s)
Tagged: 0 Thread(s)
Quoted: 137 Post(s)
Thanks: 138
Thanked 239 Times in 204 Posts
iTrader Score: 0 reviews

2005 Corolla XRS 2ZZ-GE with 115,000 KM

No problems at all. Transmission shifts smoothly at all rpms up to 8400 rpm. I do use Redline synthetic MT-90 transmission oil, though. Viscosity of the transmission oil is very very important. I use GL4, which has thick viscosity that works wells with the brass synchros in the 2ZZ-GE C60 transmission. Then thinner viscosity GL5 in the Redline MTL is a HUGE no! no! on 2ZZ-GE as it is too thin for the brass synchros.

SSM 05 Corolla XRS 6 Spd VVTL-I 2ZZ-GE /04 Corolla S 1ZZ-FE (sold)

Comments

« 1 2 »

November 2011

There was a similar event on car talk, and it in my recollection boiled down to 2 options, get it fixed or go from second gear to 4th.

November 2011

"2) Does anyone have info about these transmissions in general? Failure rates?"

The failure rates on the 5-spd are higher than average. I believe 2003 was the year they were introduced; I think Corollas have the same tranny.

"3) Is it worth it for me to invest in a replacement? If so, should I go used or rebuilt (I don't want to do new)?"

It's just one bearing that goes bad. I would go with a used replacement and then immediately sell the car. Evidently, the 5-spd's (which are in short supply due to their use as replacement transmissions) can be replaced (exact fit) by Toyota 6-spd transmissions; these are more reliable because an extra bearing is used. See quote from edmunds.com below.

#156 of 499 2003 Matrix XR Transmission Bites the Dust by [redacted]
Dec 29, 2010 (8:30 pm) —

"My transmission started making a low grinding noise. It is the failed bearing. After doing some research I realized that the 6 speed does not have this reliability issue. I talked to the guys at monkeywrenchracing.com and they explained why this is. When Toyota designed the 6 speed, they started with the 5 speed design and added an extra gear. The extra gear needs a longer shaft, the longer shaft needs an extra bearing, and that extra bearing transfers alot of the load.

"I just bought a used 6 speed from them for about \$1100. This is cheaper than available used 5 speeds because of the high rate of replacement. The connections to the engine and shifter are the same and there are no electronics so the installation should be identical to the 5 speed. With a clutch and labor this repair should be less than \$2500 compared to Toyota's \$4000 for a brand new inferior 5 speed."

edmunds.com — 2003 Toyota Matrix Consumer Discussions

Good luck.

November 2011

I wouldn't blame the vehicle and transmission for this problem just yet. You state that you "almost never ground the gears".

That generally points to error on the driver's part or a dragging/out of adjustment clutch.

If your driving is predominantly city/stop and go stuff this can be made much worse because 3rd and 4th gears are the most commonly used ones while in motion.

Resting a hand on the gearshift lever can also exacerbate this problem.

I've done a lot of manual transmission repair and 3/4 gears are usually the trouble spot. In almost all cases these problems are due to the driver, as distasteful as that may sound to you.

November 2011 edited November 2011

Take a look at Consumer Reports rating of the 2003 Toyota Matrix. All but one of the ratings are either blank or are nice rosy dots, meaning average or better than average reliability. The one black dot in 2003 was for Major Transmission Problems. In 2004, the black dot is gone. 2003's 5-spd transmission was a lemon — it most definitely was not the driver's fault (as distasteful as that may sound to you).

November 2011

Those dots on limited CR complaints don't mean a whole lot to me for the simple fact that 1 or 2 complaints can lead to a ding, be it transmission, engine, or whatever else.

ALLDATA does not show any TSBs for Matrix manual transmission problems either.

The OP is the one stating that they "ALMOST never ground the gears". Over 8 years and ? miles the word

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