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720 Hauser Blvd.
Helena MT 59601
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U.S. Department of Transportation
National Highway Traffic Safety Administration
Office of Defects Investigation (NVS-210)
1200 New Jersey Avenue SE
Washington, DC 20590

To Whom It May Concern:

This is a petition asking NHTSA to open a formal investigation into a possible safety defect causing sudden and uncontrolled acceleration of 2006 and 2007 model year Toyota Tacoma pickup trucks.

I am filing this petition as an individual. I have filed a defect complaint with NHTSA (ODI #10214130), and this petition is in addition to that complaint. It is based on an examination of complaints involving the U.S. light truck fleet. Here are the numbers for unexplained sudden acceleration complaints for the 2006 and 2007 model years combined, as of Jan. 8, 2008:

Ford Ranger	0
Ford F-150	1
Chevy Colorado	0
Chevy Silverado 1500	0
GMC Canyon	0
GMC Sierra 1500	0
Dodge Dakota	1
Honda Ridgeline	1
Isuzu I-series	0
Mazda B-series	0
Mitsubishi Raider	0
Nissan Frontier	0
Nissan Titan	1
Toyota Tundra	0
Toyota Tacoma	32

Numbers show complaints filed under the category "vehicle speed control," excluding complaints clearly unrelated to sudden acceleration.

I believe these numbers in and of themselves justify opening a formal investigation. Even if the oft-stated belief that such incidents involve panicked drivers stepping on the wrong pedal were true, the huge gulf between the Tacoma and all other model trucks would indicate some kind of defect.

NHTSA
01/18/08
KB

I have been advised by Jeremy Finley, a reporter for WSMV-TV in Nashville, that NHTSA planned to purchase a 2007 Toyota Tacoma for informal testing. While I wish success in that effort, I question whether it is sufficient. In my truck, the defect did not appear during the first 24,000 miles of driving, and it has never show as a defect in service calls at my Toyota dealer. That would suggest it might never show in a single specific truck, or at least in any reasonable time period.

If I may, I would suggest also installing "black box" data recorders in some Tacomas that have credibly reported incidents of sudden acceleration. I would certainly volunteer to have such a data recorder installed on my Tacoma.

But however NHTSA pursues an investigation, I do request that a formal investigation begin.

Cordially,

A handwritten signature in black ink, appearing to read "W.C. Kronholm". The signature is fluid and cursive, with a long horizontal stroke at the end.

William C. Kronholm
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