CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Mr. Christopher Tinto
Director of Technical and Regulatory Affairs
Toyota Motor Corporation
1850 M Street, NW
Suite 600
Washington, D.C. 20036

NVS-213dsy
PE04-021

Dear Mr. Tinto:

This letter is to inform you that the Office of Defects Investigation (ODI) of the National Highway Traffic Safety Administration (NHTSA) has opened a Preliminary Evaluation (PE04-021) to investigate allegations that the electronic throttle control system fails to properly control engine speed in model year (MY) 2002 and 2003 Toyota Camry, Camry Solara and Lexus ES300 model vehicles manufactured by Toyota Motor Corporation, and to request certain information.

ODI initially opened this investigation with 37 VOQs alleging problems involving the throttle control system on model year (MY) 2002 and 2003 Toyota Camry, Camry Solara and Lexus ES300 model vehicles. Based on information gathered while conducting complainant interviews shortly thereafter, ODI no longer considers 27 of these reports to be within this PE's scope because they mostly concern longer duration incidents of uncontrollable acceleration where brake pedal application reportedly had no affect. Additional details regarding this decision may be found in the March 23, 2004 memorandum to file (attached). ODI now recognizes twelve reports to be within the scope of this investigation. This count includes two received since opening this PE – 10060806 and 10062212. Five crashes (of minor to moderate severity) are reported. No injuries are alleged. Ten reports involve the Camry, with one report each for the Camry Solara and ES300 models. The ES300 was the subject of a Defect Petition.

Complaints allege that, while the vehicle is in gear and stopped or when driving slowly, a substantial increase in engine speed occurs without pressing on the accelerator. The driver must then control the resulting vehicle surge by applying the brake. Crashes occurred during those engine surge incidents where drivers could not apply the brakes quickly enough to stop the vehicle. These are short duration events where the vehicle subsequently returns to normal operation immediately after the occurrence. One complaint alleges the condition resulted in extended stopping distance and some complaints report multiple occurrences.

An electronic copy of each of the VOQ reports (in 12 Adobe PDF files) is provided on the enclosed CD-ROM for your information. A list of the ODI numbers is included at the end of this document.

Unless otherwise stated in the text, the following definitions apply to these information requests:

- **Subject vehicles:** all MY 2002 and 2003 Toyota Camry, Camry Solara and Lexus ES300 models manufactured for sale or lease in the United States.

- **Subject component:** the subject vehicle's throttle control system, including the accelerator pedal assembly (with pedal position sensors), the throttle body assembly (with throttle valve position sensors and throttle control motor), all interconnecting wiring and harnessing, any electronic control unit(s) involved in the throttle control process, and any other devices which may have an impact on the throttle control system or its operation.

- **Toyota:** Toyota Motor Corporation, all of its past and present officers and employees, whether assigned to its principal offices or any of its field or other locations, including all of its divisions, subsidiaries (whether or not incorporated) and affiliated enterprises and all of their headquarters, regional, zone and other offices and their employees, and all agents, contractors, consultants, attorneys and law firms and other persons engaged directly or indirectly (e.g., employee of a consultant) by or under the control of Toyota (including all business units and persons previously referred to), who are or, in or after 1998, were involved in any way with any of the following related to the alleged defect in the subject vehicles:
  a. Design, engineering, analysis, modification or production (e.g. quality control);
  b. Testing, assessment or evaluation;
  c. Consideration, or recognition of potential or actual defects, reporting, record-keeping and information management, (e.g., complaints, field reports, warranty information, part sales), analysis, claims, or lawsuits; or
  d. Communication to, from or intended for zone representatives, fleets, dealers, or other field locations, including but not limited to people who have the capacity to obtain information from dealers.

- **Alleged defect:** Allegations of A) an engine speed increase without the driver pressing on the accelerator pedal or, B) the engine speed failing to decrease when the accelerator pedal was no longer being depressed – both circumstances requiring greater than expected brake pedal application force to control or stop the vehicle where brake system function was reportedly normal. This includes short duration events where drivers could not react in time to apply the brakes effectively.

- **Document:** "Document(s)" is used in the broadest sense of the word and shall mean all original written, printed, typed, recorded, or graphic matter whatsoever, however produced or reproduced, of every kind, nature, and description, and all non-identical copies of both sides thereof, including, but not limited to, papers, letters, memoranda, correspondence, communications, electronic mail (e-mail) messages (existing in hard copy and/or in electronic storage), faxes, mailgrams, telegrams, cables, telex messages,

notes, annotations, working papers, drafts, minutes, records, audio and video recordings, data, databases, other information bases, summaries, charts, tables, graphics, other visual displays, photographs, statements, interviews, opinions, reports, newspaper articles, studies, analyses, evaluations, interpretations, contracts, agreements, jottings, agendas, bulletins, notices, announcements, instructions, blueprints, drawings, as-builts, changes, manuals, publications, work schedules, journals, statistical data, desk, portable and computer calendars, appointment books, diaries, travel reports, lists, tabulations, computer printouts, data processing program libraries, data processing inputs and outputs, microfilms, microfiches, statements for services, resolutions, financial statements, governmental records, business records, personnel records, work orders, pleadings, discovery in any form, affidavits, motions, responses to discovery, all transcripts, administrative filings and all mechanical, magnetic, photographic and electronic records or recordings of any kind, including any storage media associated with computers, including, but not limited to, information on hard drives, floppy disks, backup tapes, and zip drives, electronic communications, including but not limited to, the Internet and shall include any drafts or revisions pertaining to any of the foregoing, all other things similar to any of the foregoing, however denominated by Toyota, any other data compilations from which information can be obtained, translated if necessary, into a usable form and any other documents. For purposes of this request, any document which contains any note, comment, addition, deletion, insertion, annotation, or otherwise comprises a non-identical copy of another document shall be treated as a separate document subject to production. In all cases where original and any non-identical copies are not available, "document(s)"also means any identical copies of the original and all non-identical copies thereof. Any document, record, graph, chart, film or photograph originally produced in color must be provided in color. Furnish all documents whether verified by Toyota or not. If a document is not in the English language, provide both the original document and an English translation of the document.

- **Other Terms:** To the extent that they are used in these information requests, the terms "claim," "consumer complaint," "dealer field report," "field report," "fire," "fleet," "good will," "make," "model," "model year," "notice," "property damage," "property damage claim," "rollover," "type," "warranty," "warranty adjustment," and "warranty claim," whether used in singular or in plural form, have the same meaning as found in 49 CFR 579.4.

In order for my staff to evaluate the alleged defect, certain information is required. Pursuant to 49 U.S.C. § 30166, please provide numbered responses to the following information requests. Insofar as Toyota has previously provided a document to ODI, Toyota may produce it again or identify the document, the document submission to ODI in which it was included and the precise location in that submission where the document is located. When documents are produced, the documents shall be produced in an identified, organized manner that corresponds with the organization of this information request letter (including all individual requests and subparts). When documents are produced and the documents would not, standing alone, be self-explanatory, the production of documents shall be supplemented and accompanied by explanation.

Please repeat the applicable request verbatim above each response. After Toyota's response to each request, identify the source of the information and indicate the last date the information was gathered.

1. State, by model and model year, the number of subject vehicles Toyota has manufactured for sale or lease in the United States. Separately, for each subject vehicle manufactured to date by Toyota, state the following:

   a. Vehicle identification number (VIN);
   b. Type of pedal system vehicle was manufactured with (fixed or adjustable);
   c. Type of transmission vehicle was manufactured with (auto or manual);
   d. Date of manufacture;
   e. Date warranty coverage commenced; and
   f. The State in the United States where the vehicle was originally sold or leased (or delivered for sale or lease).

   Provide the table in Microsoft Access 2000, or a compatible format, entitled "PRODUCTION DATA." See Enclosure 1, PE04-021 Attachments, for a pre-formatted table which provides further details regarding this submission. Please adhere to the format defined in this file.

2. State the number of each of the following, received by Toyota, or of which Toyota are otherwise aware, which relate to, or may relate to, the alleged defect in the subject vehicles:

   a. Consumer complaints, including those from fleet operators;
   b. Field reports, including dealer field reports;
   c. Reports involving a crash, injury, or fatality, based on claims against the manufacturer involving a death or injury, notices received by the manufacturer alleging or proving that a death or injury was caused by a possible defect in a subject vehicle, property damage claims, consumer complaints, or field reports;
   d. Property damage claims;
   e. Third-party arbitration proceedings where Toyota is or was a party to the arbitration; and
   f. Lawsuits, both pending and closed, in which Toyota is or was a defendant or codefendant.

   For subparts "a" through "d," state the total number of each item (e.g., consumer complaints, field reports, etc.) separately. Multiple incidents involving the same vehicle are to be counted separately. Multiple reports of the same incident are also to be counted separately (i.e., a consumer complaint and a field report involving the same incident in which a crash occurred are to be counted as a crash report, a field report and a consumer complaint).

   In addition, for items "c" through "f," provide a summary description of the alleged problem and causal and contributing factors and Toyota's assessment of the problem, with a summary of the significant underlying facts and evidence. For items "e" and "f", identify the parties to the action, as well as the caption, court, docket number, and date on which the complaint or other document initiating the action was filed.

3. Separately, for each item (complaint, report, claim, notice, or matter) within the scope of your response to Request No. 2, state the following information:

   a. Toyota's file number or other identifier used;
   b. The category of the item, as identified in Request No. 2 (i.e., consumer complaint, field report, etc.);
   c. Vehicle owner or fleet name (and fleet contact person), address, and telephone number;
   d. Vehicle's VIN;
   e. Vehicle's make, model and model year;
   f. Vehicle's mileage at time of incident;
   g. Incident date;
   h. Report or claim date;
   i. The incident type (alleged defect statement, type A, B, or both) alleged in the report;
   j. Any retrieved diagnostic trouble code(s) related to the subject component (P codes);
   k. Whether a subject component was determined to be the cause of the alleged incident;
   l. Whether a subject component(s) was replaced during a service visit which was related to the report;
   m. Whether Toyota inspected the vehicle in relation to the report;
   n. Whether a crash is alleged;
   o. Whether property damage is alleged;
   p. Number of alleged injuries, if any;
   q. Number of alleged fatalities, if any; and
   r. Summary description (request No. 2 items 'c' through 'f' only).

Provide this information in Microsoft Access 2000, or a compatible format, entitled "COMPLAINT DATA." See Enclosure 1, PE04-021 Attachments, for a pre-formatted table which provides further details regarding this submission. Please adhere to the format defined in this file.

4. Produce copies of all documents related to each item within the scope of Request No. 2. Organize the documents separately by category (i.e., consumer complaints, field reports, etc.) and describe the method Toyota used for further organizing the documents within each category.

5. State, by model and model year, a total count for all of the following categories of claims, collectively, that have been paid by Toyota to date that relate to, or may relate to, the alleged defect in the subject vehicles: warranty claims; extended warranty claims; claims for good will services that were provided; field, zone, or similar adjustments and reimbursements; and warranty claims or repairs made in accordance with a procedure specified in a technical service bulletin or customer satisfaction campaign.

Separately, for each such claim, state the following information:

   a. Toyota's claim number;
   b. Vehicle owner or fleet name (and fleet contact person) and telephone number;
   c. VIN;

d. Repair date;
e. Vehicle mileage at time of repair;
f. Repairing dealer's or facility's name, telephone number, city and state or ZIP code;
g. Labor operation number;
h. Problem code;
i. Replacement part number(s) and description(s);
j. Concern stated by customer; and
k. Comment, if any, by dealer/technician relating to claim and/or repair.

Provide this information in Microsoft Access 2000, or a compatible format, entitled "WARRANTY DATA." See Enclosure 1, PE04-021 Attachments, for a pre-formatted table which provides further details regarding this submission. Please adhere to the format defined in this file.

6. Describe in detail the search criteria used by Toyota to identify the claims submitted in response to Request No. 5, including the labor operations, problem codes, part numbers and any other pertinent parameters used. Provide a list of all labor operations, labor operation descriptions, problem codes, and problem code descriptions applicable to the alleged defect in the subject vehicles. State, by make and model year, the terms of the new vehicle warranty coverage offered by Toyota on the subject vehicles (i.e., the number of months and mileage for which coverage is provided and the vehicle systems that are covered). Describe any extended warranty coverage option(s) that Toyota offered for the subject vehicles and state by option, model, and model year, the number of vehicles that are covered under each such extended warranty.

7. Produce copies of all service, warranty, and other documents that relate to, or may relate to, the alleged defect in the subject vehicles, that Toyota has issued to any dealers, regional or zone offices, field offices, fleet purchasers, or other entities. This includes, but is not limited to, bulletins, advisories, informational documents, training documents, or other documents or communications, with the exception of standard shop manuals. Also include the latest draft copy of any communication that Toyota is planning to issue within the next 120 days.

8. Describe all assessments, analyses, tests, test results, studies, surveys, simulations, investigations, inquiries and/or evaluations (collectively, "actions") that relate to, or may relate to, the alleged defect in the subject vehicles that have been conducted, are being conducted, are planned, or are being planned by, or for, Toyota. For each such action, provide the following information:

   a. Action title or identifier;
   b. The actual or planned start date;
   c. The actual or expected end date;
   d. Brief summary of the subject and objective of the action;
   e. Engineering group(s)/supplier(s) responsible for designing and for conducting the action; and
   f. A brief summary of the findings and/or conclusions resulting from the action.

For each action identified, provide copies of all documents related to the action, regardless of whether the documents are in interim, draft, or final form. Organize the documents chronologically by action.

9. Describe all modifications or changes made by, or on behalf of, Toyota in the design, material composition, manufacture, quality control, supply, or installation of the subject component, from the start of production to date, which relate to, or may relate to, the alleged defect in the subject vehicles. For each such modification or change, provide the following information:
    a. The date or approximate date on which the modification or change was incorporated into vehicle production;
    b. A detailed description of the modification or change;
    c. The reason(s) for the modification or change;
    d. The part numbers (service and engineering) of the original component;
    e. The part number (service and engineering) of the modified component;
    f. Whether the original unmodified component was withdrawn from production and/or sale, and if so, when;
    g. When the modified component was made available as a service component; and
    h. Whether the modified component can be interchanged with earlier production components.

Also, provide the above information for any modification or change that Toyota is aware of which may be incorporated into vehicle production within the next 120 days.

10. Produce samples of one of each of the following:
    a. An exemplar accelerator pedal assembly (with sensors); and
    b. An exemplar throttle body assembly (with sensors and throttle valve control motor).

11. State the number of each of the following that Toyota has sold that may be used in the subject vehicles by component name, part number (both service and engineering/production), model and model year of the vehicle in which it is used and month/year of sale *(including the cut-off date for sales, if applicable)*:
    a. Accelerator pedal assembly (or sensor if serviced separately from assembly);
    b. Throttle body assembly;
    c. Throttle valve position sensor (if serviced separately from the throttle body assembly); and
    d. Throttle valve control motor (if serviced separately from the throttle body assembly).

For each component part number, provide the supplier's name, address, and appropriate point of contact (name, title, and telephone number) Also identify by make, model and model year, any other vehicles of which Toyota is aware that contain the identical component, whether installed in production or in service, and state the applicable dates of production or service usage.

12. Furnish Toyota's assessment of the alleged defect in the subject vehicle, including:
    a. The causal or contributory factor(s);
    b. The failure mechanism(s);
    c. The failure mode(s);
    d. The risk to motor vehicle safety that it poses;
    e. What warnings, if any, the operator and the other persons both inside and outside the vehicle would have that the alleged defect was occurring or subject component was malfunctioning; and
    f. The reports included with this inquiry.

This letter is being sent to Toyota pursuant to 49 U.S.C. § 30166, which authorizes NHTSA to conduct any investigation that may be necessary to enforce Chapter 301 of Title 49 and to request reports and the production of things. It constitutes a new request for information. Toyota's failure to respond promptly and fully to this letter could subject Toyota to civil penalties pursuant to 49 U.S.C. § 30165 or lead to an action for injunctive relief pursuant to 49 U.S.C. § 30163. (Other remedies and sanctions are available as well.) Please note that maximum civil penalties under 49 U.S.C. § 30165 have increased as a result of the recent enactment of the Transportation Recall Enhancement, Accountability, and Documentation (TREAD) Act, Public Law No. 106-414 (signed November 1, 2000). Section 5(a) of the TREAD Act, codified at 49 U.S.C. § 30165(b), provides for civil penalties of up to $5,000 per day, with a maximum of $15 million for a related series of violations, for failing or refusing to perform an act required under 49 U.S.C. § 30166. This includes failing to respond to ODI information requests.

If Toyota cannot respond to any specific request or subpart(s) thereof, please state the reason why it is unable to do so. If on the basis of attorney-client, attorney work product, or other privilege, Toyota does not submit one or more requested documents or items of information in response to this information request, Toyota must provide a privilege log identifying each document or item withheld, and stating the date, subject or title, the name and position of the person(s) from, and the person(s) to whom it was sent, and the name and position of any other recipient (to include all carbon copies or blind carbon copies), the nature of that information or material, and the basis for the claim of privilege and why that privilege applies.

Toyota's response to this letter, in duplicate, together with a copy of any confidentiality request, must be submitted to this office by May 17, 2004. Please refer to PE04-021 in Toyota's response to this letter. If Toyota finds that it is unable to provide all of the information requested within the time allotted, Toyota must request an extension from me at (202) 366-5207 no later than five business days before the response due date. If Toyota is unable to provide all of the information requested by the original deadline, it must submit a partial response by the original deadline with whatever information Toyota then has available, even if an extension has been granted.

If Toyota claims that any of the information or documents provided in response to this information request constitute confidential commercial material within the meaning of 5 U.S.C. § 552(b)(4), or are protected from disclosure pursuant to 18 U.S.C. § 1905, Toyota must submit

supporting information together with the materials that are the subject of the confidentiality request, in accordance with 49 CFR Part 512, as amended (68 Fed. Reg. 44209 et seq; July 28, 2003), to the Office of Chief Counsel (NCC-113), National Highway Traffic Safety Administration, Room 5219, 400 Seventh Street, S.W., Washington, D.C. 20590. Toyota is required to submit two copies of the documents containing allegedly confidential information (except only one copy of blueprints) and one copy of the documents from which information claimed to be confidential has been deleted.

If you have any technical questions concerning this matter, please call Scott Yon of my staff at (202) 366-6761.

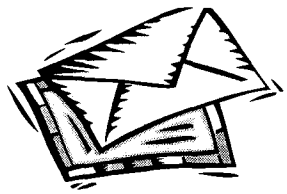
Sincerely,

Jeffrey Quandt, Chief
Vehicle Control Division
Office of Defects Investigation

Enclosure 1, one CD ROM titled PE04-021 Attachments containing 12 VOQs (ODI numbers listed below) in Adobe PDF format and three MS Access database files.

List of ODI numbers for 12 VOQs: 6900639, 8004502, 8013543, 8013908, 8015215, 10008367, 10026512, 10045944, 10053774, 10055375, 10060806, 10062212.

NHTSA ccmMercury Routing Slip



Petition

Printed: 9/6/2005

NHTSA #: ES05-007354 | Rec'd Date: 9/6/2005 | Referred By: NEC-110
XREF #: ES05-006490 | Doc Type: PET | Doc Date: 8/18/2005
Delivery: HND | Address To: NVS200 | **Due Date: 12/27/2005**

S10 #: | DOT/I #: | RMP #:

Subject: AMENDMENT TO PETITION FOR DEFECT INVESTIGATION OF ALL 2002-2005 TOYOTA AND LEXUS VEHICLES CONCERNING VEHICLE SPEED CONTROL (VSC), ELECTRONIC THROTTLE, AND UNCONTROLLABLE ACCELERATION PROBLEMS, ATTACHMENTS NOT IMAGED FWD TO NVS-200

Ack Date: | Ack By:
Sign Office: SENIOR AA VEHICLE SAFETY | Signature: RONALD MEDFORD | Signed For:
Cleared Date: | Cleared By: | Cleared For:
File Loc: | XREF File: | **Closed Date:**
Added By: SHARRIS x62534 | Modified By: SHARRIS

Most Recent Comment: 9/6/05 12:33PM PETITION H/C INTO EXEC SEC BY STEVE CHAN/NVS-200, PER STEVE THIS IS AN AMENDMENT TO THE ES05-006490 PETITION, PLS CONTROL AS A PETITION W/DUE DATE OF 12/27/05, THIS NEW DUE DATE WAS ESTABLISH BY ODI RE THEIR REC'D DATE OF 8/29/05

Author:

[redacted]

[redacted]
PHOENIX, AZ [redacted]
Tel: [redacted] *Fax:* [redacted] *E-mail:*

Assigned To	Task	Asgn Date	Deadline	Returned Date
NVS-200	REPLY	9/6/2005	12/27/2005	
NVS-010	INFORMATION	9/6/2005		9/6/2005

ODI

12/20/05

EXECUTIVE SECRETARIAT
2005 SEP -6 P 2:11
TRANSPORTATION

DUE DATE WAS 26-NOV-05
NOW is 27-Dec-05

DP05-002

E. S05-006490

EXECUTIVE SECRETARIAT
2005 SEP -6 A 9:55

RECEIVED
NVS-215
2005 AUG 29 A 9:56
OFFICE OF DEFECTS INVESTIGATION

Kathleen C. DeMeter, Director
Office of Defects Investigation, Enforcement
U.S. Dept. of Transportation
National Highway Traffic Safety Administration
400 Seventh Street, SW, Washington, DC 20590

Re: DP05-002 August 18, 2005

[redacted]

Dear Ms. DeMeter:

I am in receipt of your August 9, 2005 letter acknowledging receipt of my petition for a defect investigation. I now wish to amend the petition.

In my July 8th letter to Administrator Jim Runge, I complained about acceleration defects on 2002-2005 Toyota and Lexus vehicles in addition to the ODI complaint I filed. With respect to ODI 10120280, I included the following statement: "(The brake failure problem is a continuing problem in many of the complaints.)" What I was referring to were the substantial number of consumer complaints I researched showing that their brakes failed when their vehicles suffered uncontrollable acceleration surges many at high speeds.

I mentioned the brake issue to your investigator, Scott Yon, during our first telephone conversation. He suggested that we concentrate on the acceleration issue rather than complicate the investigation. I agreed with his suggestion at the time. Mr. Yon impressed me as an affable, intelligent and experienced individual. I would note that when I spoke to Mr. Yon that most of my research notes upon which my petition was based

ES05-007354

were in my residence in Phoenix, AZ, and I was in La Jolla, CA vacationing and will not return to Phoenix until Oct. 1st. Also, I do not have a computer available for research except on a limited basis at the public library.

However, after my conversation with Mr. Yan, the brake issue continued to bother me because I recollected that in a substantial number of instances that the Toyota vehicles I researched (2002-2005 Camrys) that the brakes actually caused the vehicles to accelerate.

I accessed the library computer and reviewed ODI consumer complaints involving 2002 Camrys. I went to the web site www.mycarstats.com, and under the Miscellaneous complaints heading I was able to review the seventy-five most recent complaints (as of August 17, 2005) filed out of a total of 158. Out of the available 75 ODI Consumer Complaints, 42 involved vehicle speed control, acceleration, and brake failure issues.

I then decided to analyze the 42 ODI complaints according to alleged component(s) failure. I made up a chart containing six column headings, Roman Numerals I through VI, the headings are self-explanatory. However, the alphabetical

symbols under columns III and IV require some definition.

Column III: A obviously refers to an acceleration issue or ~~problem~~ problem; AF refers to a forward or drive gear position problem; AR refers to reverse acceleration problem; where the space is blank, the ODI complaint simply fails to provide the information.

Column IV: BF refers to a brake failure; BFA refers to a brake failure plus acceleration resulting from application of the brake; BNM means brake not mentioned by consumer; EBF, emergency brake failure; BF-Cruise Control describes circumstance where application of brake pedal would not disengage cruise control system.

The second time I spoke to Mr. Yon, which was before I completed the above-referred to research, I repeated my concern about the brake issue. He told me that your agency would not get involved in the brake issue again, that it had exhaustively covered it during an earlier (much earlier) investigation. I told him I would nevertheless pursue the issue.

I am not privy to the exact findings of your prior Audi investigation, but I believe that I know what Mr. Yon was relying. I can state categorically,

that with the possible exception of two of the complaints described in the attachments that there is no parallel between the two situations. On the contrary, the situations are entirely different, it appearing clearly and unequivocally that the inappropriate accelerations occurred on many occasions as a result of the application of the brakes or the failure of the brakes in the environment of a totally new throttle system controlled by electronic sensors.

It would be a serious mistake based upon the old Audi investigations -- and even more recent ones which did not involve an electronic throttle system incorporated in Toyota and Lexus vehicles -- to infer that the accelerations occurred because the complainants pressed the gas pedals instead of the brakes. The descriptions contained in the most recent 2002 Camry complaints lead to an exactly contrary conclusion, e.g., emergency brakes also failed; vehicle intermittently accelerated ~~accelerated~~ when brakes applied; throttle stuck and consumer could not stop vehicle; vehicle surged forward at 6000 rpm at stop sign; driver had to turn off engine because brakes would not work.

There are seven documents attached to this letter, the first SIX reflect analysis of the 42 acceleration-brake ODI's. The seventh document contains only two entries as I began researching similar problems with 2003 Camrys. It is interesting to note that these two entries tend to ~~suggest~~ indicate similar problems with the 2003 Camrys.

Summary of 2002 Camry Attachments:

Of the 42 ODI numbers involving acceleration issues, two provided no information whatsoever: ODI's 10271365 and 10762566, leaving 40 for analysis. The ratio of brake failures during acceleration surges was 26/40 as noted under Column IV

There were a number of ODI's where no mention of brakes was made at all, but there is reasonable cause to believe that the consumer attempted to apply the brakes in at least some of these instances, but that the brakes failed; See ODI's 10117472; 10106511; 10105486; 10102070 (Fairly apparent brakes were applied because driver had to turn off ignition); 10093091; 10080050; 10079629; and 10075911 (obvious brake failure).

With respect to the ODI's referenced in the above-paragraph (NMB's), in two (2) instances it is perfectly obvious brakes were applied and failed. It is likely that there were at least some brake failures in the other ODI complaints. But for the purpose of this analysis and to take the most conservative approach, I will add only two additional instances of brake failures raising the ratio to 28/40 or 70% correlation between brake failures and acceleration surges.

Moreover, you have the very unusual and baffling problems of vehicles accelerating when consumers apply brakes; (1) ODI 8015215 "Vehicle would intermittently accelerate when applying brakes."; (2) ODI 10116280, when consumer applied brakes to slow down, vehicle started to accelerate, DRIVER MADE CONSCIOUS EFFORT TO MAKE SURE NOT PRESSING ACCELERATOR, but VEHICLE STILL ACCELERATED; (3) ODI 10117827, while braking intermittently, vehicle accelerated EIGHT TIMES in 2 months, both in forward and reverse gears; (4) ODI 10101710, Driving 20 mph, vehicle accelerated uncontrollably, applied brakes and continued to accelerate - major accident, 5 different incidents; (5) ODI 10097788, Vehicle accelerated despite application of brakes; (7) 10094972. "WHILE APPLYING THE BRAKE PEDAL VEHICLE ACCELERATED UNCONTROLLABLY";

(8) ODI 10087404, Driver's foot off gas pedal, on brake, the vehicle jumped over parking bump and hit post; (9) ODI 10082016 while vehicle approached red light and driver applied brake to slow down vehicle surged forward; (10) while vehicle in cruise control driver ~~applied brakes~~ approaching stop sign (obviously applying brakes), vehicle suddenly accelerated. These 10 of the Consumer Complaints of a total of 40 Camry 2002 autos I reviewed establish a reasonable cause to believe that at least 25% of the acceleration problems were caused or worsened by application of the brakes on the vehicles

I have some investigative experience myself. The factual issues I have raised in this letter concerning brake and and acceleration ~~was~~ problems concerning 2002 Toyota Camrys and two 2003 Toyota Camrys, as well as the issues I raised with 2002-2005 Toyota and Lexus vehicles in my July 8, 2005 letter to Mr. Runge raise clear warning flags not to be ignored. I therefore request that defect investigation be amended and expanded to include defects ~~in~~ with respect to both brake and acceleration ~~defects~~ problems in all 2002-2005 Toyota and Lexus vehicles, for all of the reasons detailed above.

To stress the seriousness of my concern, I have decided that I will not drive my Toyota Camry again because of the potential danger to me, to my passengers, to pedestrians, to other vehicles, and to the general public. I anticipate that Toyota Motor Corp, USA, will, as usual, find no fault with the vehicle. This will result in an out-of-pocket loss to me of at least $20,000 since I will have to purchase a new vehicle. My Camry had about 20,540 miles, was in perfect condition other than the described condition, and had added safety and other features

In all the years I have been driving, I have never received a single driving citation. I have owned three Chevrolets, one Ford, one Chrysler, one Mercedes, one Toyota Corona, two Toyota Camrys, and I leased one Lexus ES 300. The only time I have experienced an uncontrollable acceleration incident was with my 2002 Toyota Camry XLE, as well as one similar uncontrollable acceleration incident in or about April 2002.

Thank you for your assistance and cooperation in this matter. I look forward to cooperating with you in any manner requested. Unfortunately I was unable to

to print & or type this letter, so I hope that it was basically readable.

I look forward to cooperating with Mr. Yon. Although I am on vacation--I am semi-retired--I will continue my research on the various Toyota and Lexus vehicles at the La Jolla public library. It will be a slow process, but each time I research a particular vehicle for a given year I will fax that information to Mr. Y

This letter consists of 9 pages and there are ~~seven~~ 8 attachments for a total of ~~16~~ 17 pages.

Once again, thank you for your assistance. My La Jolla telephone number is [redacted] You can also forward mail to me at my La Jolla address through September 20 2005: [redacted], La Jolla, CA [redacted]

Very truly yours,

[redacted]

[redacted]
Phoenix, AZ [redacted]
EMAIL: [redacted]

CAMRY-2002-1

ODINO	VEHICLE	ACCELERATION ISSUE	BRAKE ISSUE	FAILDATE	COMMENTS, OCCURRENCE INJURIES, FATALITIES
8023301[illegible]	T-2002	A-Cruise Control	BF Cruise Control ①	11/11/02	Cruise [illegible]
8022219	T-2002	AF-Cruise Control	BF-Cruise Control ②	11/11/02	Cruise Control [illegible] collision [illegible]
8022350	T-2002	AF	BF ③	[illegible]/02	[illegible]
80[illegible]1365 X	T-2002 X	A - No info Supplied X	BNM X	? [illegible]02 X	X
8015215	T-2002	A	BFA See Comment ④	7/7/02	"Vehicle would [illegible]
8018[illegible]	T-2002	A	BF ⑤	5/25/02	[illegible]

I	II	III	IV	V	VI CAMRY-2002-2
ODINO	VEHICLE	ACCELERATION ISSUE	BRAKE ISSUE	FAILDATE	COMMENTS, OCCURRENCE, INJURIES, FATALITIES
8013543	T-2002	A	BF (6)	7/2/02	At stop [illegible] vehicle [illegible] F.P.M.S [illegible]
8001010	T-2002	AR	BF EBF (7)	12/11/01	while backing up, vehicle suddenly surged & engine revved. Consumer applied BRAKE AND EMERGENCY BRAKE, but could not stop V. Hit tree. Consumer suffered minor injuries
767312	T-2002 XLE		?	9/20/02	Pressed on brake & accelerator at same time.
763094	T-2002	AR	BF 8	3/1/02	Backed out, turned 90 degrees from parking space, when engine began to surge, could not stop by applying brakes, hit pickup truck
762566 X	+	+	+	5/24/02 +	No info +
10128540	T-2002 LE		??	7/22/04	Wife pulled into parking space - [illegible] foot on brake, car surged into [illegible] $3500 damage. Later, [illegible] no defect [illegible] blamed herself for accident!

TOY-RQ-00002003

CAMRY- 2002-3

I	II	III	IV	V	VI
ODI NO	VEHICLE	ACCELERATION ISSUE	BRAKE ISSUE	FAIL DATE	COMMENTS, OCCURRENCE, INJURIES, FATALITIES
10127521	T-2002 XLE	AR	BNM	7/1/05	Vehicle surged in reverse, j-turn 360 degrees
10122662	T-2002	A	BF (9)	11/17/03	Vehicle suddenly accelerated & did not stop when brakes were applied. [illegible] [illegible] placed in [illegible] vehicle took off, the brakes were applied and did not stop. V crashed into Church
10121650	T-2002	RAR	BF (10)	3/29/05	Backed out of parking space & turned wheel counter-clockwise, Attempted to brake, but car flew out of control Crashed into concrete wall and parked vehicle
10117472	T-2002	AF	BNM	4/3/05	Carpulled thru car wash, driver motioned to drive forward, placed into drive, unexpectedly accelerated, lurched forward at HIGH SPEED, hit tree before stopping, consumer & passenger sustained minor injuries
10117094	T-2002	AF	BF	3/29/05	Driver sitting inside V while car running in parking lot. V suddenly accelerated UNCONTROLLABLY, DRIVER applied brakes to floor, but could not stop V & it crashed into brick wall
10116280	T-2002	AF	BF + Acceleration (15)	4/2/05	Turning into parking area, attempted to slow down & applied brakes, but then V started to accelerate, Made conscious effort to lift feet so as to make sure was not pressing down on accelerator. V still accelerated. Applied brakes & [illegible] did not slow down. V would not slow [illegible] [illegible] [illegible] [illegible]

CAMRY-2002—4

I	II	III	IV	V	VI
ODI NO	VEHICLE	ACCELERATION ISSUE	BRAKE ISSUE	FAIL DATE	COMMENTS, OCCURRENCE INJURIES, FATALITIES
10113040	T-2002	AF	BF + Acceleration (13)	8/19/04	Driving 45 mph down road, Owner applied brakes vehicle began to accelerate w/out warning. Driver had to turn off [illegible] V experienced [illegible] accident.
10112822	T-2002	AF + AR	BF + Acceleration (17)	12/01/04	When braking intermittently, the V accelerated, almost 8 times in 2 months! Both in forward & reverse
10107685	T-2002	AR	NM	2/5/04	Throttle stuck wide open when V put in reverse from a parked position, caused V to be completely out of control, striking several objects [illegible] to rest in [illegible] road.
10106511	T-2002	AF	NM	1/17/05	Pulling into pet store parking lot V suddenly accelerated uncontrollably, crashing into retaining wall. Previous incidents of acceleration in non-defen crash
10105486	T-2002	AF	NM	12/17/04	While pulling into parking space Driver heard loud noise coming from V. V accelerated + Driver crashed into [illegible] wall
10102070	T-2002	AF	NM+	11/19/04	C driving about 65 mph, accelerator pedal stuck, had to turn off ignition to stop. (Obviously brake would not work.)

	II	III	IV	V	VI
					CAMRY: 2002-5
ODI NO	VEHICLE	ACCELERATION ISSUE	BRAKE ISSUE	FAIL DATE	COMMENTS, OCCURRENCE, INJURIES, FATALITIES
10101710	T-2002	AF	BF + Acceleration (15)	5/20/04	Driving 20 MPH, V accelerated uncontrollably. C APPLIED BRAKE PEDAL AND V CONTINUED TO ACCELERATE. C unable to control & hit a lady, who sustained major injuries - 5 diff accidents
10101640	T-2002	AF	BF	11/19/04	Sudden acceleration, Brakes failed causing accident, colliding with other vehicles
10097788	T-2002	AF	BF + Acceleration	10/26/04	C pulled into parking ~~lot~~ space + suddenly found herself + child in store, She applied brakes when pulling into parking spot & was certain she did not hit accelerator
10096893	T-2002	A	BF + Acceleration	4/18/03	Intermittently, 3 occurrences, when braking, car accelerated
10094992	T-2002	A	BF + Acceleration	10/2/03	"While applying the brake pedal V accelerated uncontrollably"
10093071	T-2002	A	[illegible]	7/7/04	Pressed Accelerator Pedal Car went out of control

TOY-RQ-00002005

CAMRY-2002-4

I	II	III	IV	V	VI
ODINO	VEHICLE	ACCELERATION ISSUE	BRAKE-ISSUE	FAILDATE	COMMENTS, OCCURRENCE, INJURIES, FATALITIES
~~10092074~~ 10092244	T-2002	AF	~~NHA~~ BF	~~[illegible]~~ 9/9/04	Accelerator sticks. ~~Br [illegible]~~ Brake failed, gear shift would not respond
10087404	T-2002	AF	BF + Acceleration	3/9/04	While parking, the V suddenly accelerated. When V was finally stopped, driver's foot off gas pedal & on brake the V jumped over parking bump & hit a post.
10086821	T-2002	AF	BF	7/19/04 & 8/13/04	Ongoing problem with the application of brakes and car accelerating forward.
10083732	T-2002	AF	BF	10/27/02	While stopping at traffic light engine revved, followed by sudden acceleration. CONSUMER SLAMMED ON BRAKES, but they failed. (2 occurrences)
10081983	T-2002	AF	BNM (probably no chance to apply brakes!!!)	7/12/04	V stopped in traffic, loud noise, V surged forward, collided with the front, which struck 2 vehicles
10080160	T-2002	AF	BPF + Acceleration Partial Brake Failure	6/29/04	While approaching red light and attempting to slow down ~~V~~ (w/ brake) V surged while applying brakes

TOY-RQ-00002006

I II III IV V VI

CAMRY-2002-7

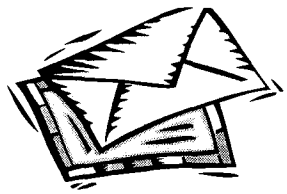
ODINO	VEHICLE	ACCELERATION ISSUE	BRAKE ISSUE	FAILDATE	COMMENTS, OCCURRENCE, INJURIES, FATALITIES
10080050	T-2002	AF	BNM*	6/28/04	While parking V, it lunged forward then hit two vehicles in parking lot.
10079629	T-2002	AF	BNM*	6/21/04	Driving into garage V surged forward, consumer lost control & hit back wall of garage. (Probably no chance to use brakes)
10079519	T-2002	A	?	8/14/07	Apparently C hit gas pedal before brake pedal
~~[illegible]~~ 10079469	~~T-2002~~ T-2002	AF	BF	4/2/04	Driving at 25 mph, V suddenly accelerated, Brakes applied, but failed to stop V - more 7[illegible] feet before hitting a sign & two trees
10078546	T-2002	AF	BF + accelerator	12/9/03	Twice while on cruise control exiting highway hit brake, & car accelerated
10075911	T-2002	AF	BNM* but BF	5/28/04	While driving V suddenly accelerated while consumer was approaching a stop sign (obviously applying the brakes)

TOY-RQ-00002008

CAMRY-2003-1

ODINO	VEHICLE	ACCELERATION ISSUE	BRAKE-ISSUE	FAIL DATE	COMMENTS, OCCURRENCE, INJURIES, FATALITIES
10124459	T-2003	AF	BF+Acceleration	4/20/05	C says V takes off by itself even at traffic light with foot on brake!
10120280	T-2003	AF	BF+EBF	5/8/05	Car accelerated out of control, neither brake nor emergency brake worked, thank God, I did not run thru fence into housing playground full of kids, I pray

NHTSA ccmMercury Routing Slip



Petition

Printed: 9/6/2005

NHTSA #: ES05-007354	Rec'd Date: 9/6/2005	Referred By: NEC-110
XREF #: ES05-006490	Doc Type: PET	Doc Date: 8/18/2005
Delivery: HND	Address To: NVS200	**Due Date: 12/27/2005**
S10 #:	DOT/I #:	RMP #:

Subject: AMENDMENT TO PETITION FOR DEFECT INVESTIGATION OF ALL 2002-2005 TOYOTA AND LEXUS VEHICLES CONCERNING VEHICLE SPEED CONTROL (VSC), ELECTRONIC THROTTLE, AND UNCONTROLLABLE ACCELERATION PROBLEMS, ATTACHMENTS NOT IMAGED FWD TO NVS-200

Ack Date:	Ack By:	
Sign Office: SENIOR AA VEHICLE SAFETY	Signature: RONALD MEDFORD	Signed For:
Cleared Date:	Cleared By:	Cleared For:
File Loc:	XREF File:	**Closed Date:**
Added By: SHARRIS x62534	Modified By: SHARRIS	

Most Recent Comment: 9/6/05 12:33PM PETITION H/C INTO EXEC SEC BY STEVE CHAN/NVS-200, PER STEVE THIS IS AN AMENDMENT TO THE ES05-006490 PETITION, PLS CONTROL AS A PETITION W/DUE DATE OF 12/27/05, THIS NEW DUE DATE WAS ESTABLISH BY ODI RE THEIR REC'D DATE OF 8/29/05

Author:

[redacted]

[redacted]

PHOENIX, AZ [redacted]

Tel: [redacted] *Fax:* [redacted] *E-mail:*

Assigned To	Task	Asgn Date	Deadline	Returned Date
NVS-200	REPLY	9/6/2005	12/27/2005	
NVS-010	INFORMATION	9/6/2005		9/6/2005

ODI

12/20/05

EXECUTIVE SECRETARIAT
2005 SEP -6 P 2:11
TRANSPORTATION

Due date was 26-NOV-05
Now is 27-Dec-05

DP05-002

E. S05-006490

EXECUTIVE SECRETARIAT
2005 SEP -6 A 9:55

RECEIVED
NVS-215
2005 AUG 29 A 9:56
OFFICE OF DEFECTS INVESTIGATION

Kathleen C. DeMeter, Director
Office of Defects Investigation, Enforcement
U.S. Dept. of Transportation
National Highway Traffic Safety Administration
400 Seventh Street, SW, Washington, DC 20590

Re: DP05-002 August 18, 2005

[redacted]

Dear Ms. DeMeter:

I am in receipt of your August 9, 2005 letter acknowledging receipt of my petition for a defect investigation. I now wish to amend the petition.

In my July 8th letter to Administrator Jim Runge, I complained about acceleration defects on 2002-2005 Toyota and Lexus vehicles on addition to the ODI complaint I filed. With respect to ODI 10120280, I included the following statement: "(The brake failure problem is a continuing problem in many of the complaints.)" What I was referring to were the substantial number of consumer complaints I researched showing that their brakes failed when their vehicles suffered uncontrollable acceleration surges many at high speeds.

I mentioned the brake issue to your investigator, Scott Yon, during our first telephone conversation. He suggested that we concentrate on the acceleration issue rather than complicate the investigation. I agreed with his suggestion at the time. Mr. Yon impressed me as an affable, intelligent and experienced individual. I would note that when I spoke to Mr. Yon that most of my research notes upon which my petition was based

ES05-007354

were in my residence in Phoenix, AZ, and I was in La Jolla, CA vacationing and will not return to Phoenix until Oct. 1st. Also, I do not have a computer available for research except on a limited basis at the public library.

However, after my conversation with Mr. Yan, the brake issue continued to bother me because I recollected that in a substantial number of instances that the Toyota vehicles I researched (2002-2005 Camrys) that the brakes actually caused the vehicles to accelerate.

I accessed the library computer and reviewed ODI consumer complaints involving 2002 Camrys. I went to the web site www.mycarstats.com, and under the Miscellaneous complaints heading I was able to review the seventy-five most recent complaints (as of August 17, 2005) filed out of a total of 158. Out of the available 75 ODI Consumer Complaints, 42 involved vehicle speed control, acceleration, and brake failure issues.

I then decided to analyze the 42 ODI complaints according to alleged component(s) failure. I made up a chart containing six column headings, Roman Numerals I through VI, the headings are self-explanatory. However, the alphabetical

symbols under columns III and IV require some definition.

Column III: A obviously refers to an acceleration issue or ~~problem~~ problem; AF refers to a forward or drive gear position problem; AR refers to reverse acceleration problem; where the space is blank, the ODI complaint simply fails to provide the information.

Column IV: BF refers to a brake failure; BFA refers to a brake failure plus acceleration resulting from application of the brake; BNM means brake not mentioned by consumer; EBF, emergency brake failure; BF-Cruise Control describes circumstance where application of brake pedal would not disengage cruise control system.

The second time I spoke to Mr. Yon, which was before I completed the above-referred to research, I repeated my concern about the brake issue. He told me that your agency would not get involved in the brake issue again, that it had exhaustively covered it during an earlier (much earlier) investigation. I told him I would nevertheless pursue the issue.

I am not privy to the exact findings of your prior Audi investigation, but I believe that I know what Mr. Yon was relying. I can state categorically,

that with the possible exception of two of the complaints described in the attachments that there is no parallel between the two situations. On the contrary, the situations are entirely different, at apparently clearly and unequivocally that the inappropriate accelerations occurred on many occasions as a result of the application of the brakes or the failure of the brakes in the environment of a totally new throttle system controlled by electronic sensors.

It would be a serious mistake based upon the old Audi investigations -- and even more recent ones which did not involve an electronic throttle system incorporated in Toyota and Lexus vehicles -- to infer that the accelerations occurred because the complainants pressed the gas pedals instead of the brakes. The descriptions contained in the most recent 2002 - [illegible] complaints lead to an exactly contrary conclusion, e.g., emergency brakes also failed; vehicle intermittently accelerated when brakes applied; throttle stuck and consumer could not stop vehicle; vehicle surged forward at 6000 rpm at stop sign; driver had to turn off engine because brakes would not work.

There are seven documents attached to this letter, the first SIX reflect analysis of the 42 acceleration-brake ODI's. The seventh document contains only two entries as I began researching similar problems with 2003 Camrys. It is interesting to note that these two entries tend to ~~suggest~~ indicate similar problems with the 2003 Camrys.

Summary of 2002 Camry Attachments:

Of the 42 ODI numbers involving acceleration issues, two provided no information whatsoever: ODI's 10271365 and 10762566, leaving 40 for analysis. The ratio of brake failures during acceleration surges was 26/40 as noted under Column IV

There were a number of ODI's where no mention of brakes was made at all, but there is reasonable cause to believe that the consumer attempted to apply the brakes in at least some of these instances, but that the brakes failed; See ODI's 10117472; 10106511; 10105486; 10102070 (Fairly apparent brakes were applied because driver had to turn off ignition); 10093091; 10080050; 10079629; and 10075911 (obvious brake failure).

With respect to the ODI's referenced in the above-paragraph (NMB's), in two (2) instances it is perfectly obvious brakes were applied and failed. It is likely that there were at least some brake failures in the other ODI complaints. But for the purpose of this analysis and to take the most conservative approach, I will add only two additional instances of brake failures raising the ratio to 28/40 or 70% correlation between brake failures and acceleration surges.

Moreover, you have the very unusual and baffling problems of vehicles accelerating when consumers apply brakes; (1) ODI 8015215 "Vehicle would intermittently accelerate when applying brakes."; (2) ODI 10116280, when consumer applied brakes to slow down, vehicle started to accelerate, DRIVER MADE CONSCIOUS EFFORT TO MAKE SURE NOT PRESSING ACCELERATOR, but VEHICLE STILL ACCELERATED; (3) ODI 10117827, while braking intermittently, vehicle accelerated EIGHT TIMES in 2 months, both in forward and reverse gears; (4) ODI 10101710, Driving 20 mph, vehicle accelerated uncontrollably, applied brakes and continued to accelerate - major accident, 5 different incidents; (5) ODI 10097788, Vehicle accelerated despite application of brakes; (7) 10094972 "WHILE APPLYING THE BRAKE PEDAL VEHICLE ACCELERATED UNCONTROLLABLY";

(8) CDI 10087404, Driver's foot off gas pedal, on brake, the vehicle jumped over parking bump and hit post; (9) CDI 10082016 while vehicle approached red light and driver applied brake to slow down vehicle surged forward; (10) while vehicle in cruise control driver ~~applied brakes~~ approaching stop sign (obviously applying brakes), vehicle suddenly accelerated. These 10 of the Consumer Complaints of a total of 40 Camry 2002 autos I reviewed establish a reasonable cause to believe that at least 25% of the acceleration problems were caused or worsened by application of the brakes on the vehicles

I have some investigative experience myself. The factual issues I have raised in this letter concerning brake and and acceleration ~~was~~ problems concerning 2002 Toyota Camrys and two 2003 Toyota Camrys, as well as the issues I raised with 2002-2005 Toyota and Lexus vehicles in my July 8, 2005 letter to Mr. Runge raise clear warning flags not to be ignored. I therefore request that defect investigation be amended and expanded to include defects ~~in~~ with respect to both brake and acceleration ~~defects~~ problems in all 2002-2005 Toyota and Lexus vehicles, for all of the reasons detailed above.

To stress the seriousness of my concern, I have decided that I will not drive my Toyota Camry again because of the potential danger to me, to my passengers, to pedestrians, to other vehicles, and to the general public. I anticipate that Toyota Motor Corp, USA, will, as usual, find no fault with the vehicle. This will result in an out-of-pocket loss to me of at least $20,000 since I will have to purchase a new vehicle. My Camry had about 20,540 miles, was in perfect condition other than the described condition, and had added safety and other features.

In all the years I have been driving, I have never received a single driving citation. I have owned three Chevrolets, one Ford, one Chrysler, one Mercedes, one Toyota Corona, two Toyota Camrys, and I leased one Lexus ES 300. The only time I have experienced an uncontrollable acceleration incident was with my 2002 Toyota Camry XLE, as well as one fleetingly controllable acceleration incident in or about April 2002.

Thank you for your assistance and cooperation in this matter. I look forward to cooperating with you in any manner requested. Unfortunately I was unable to

to print & or type this letter, so I hope that it was basically readable.

I look forward to cooperating with Mr. Yon. Although I am on vacation--I am semi-retired--I will continue my research on the various Toyota and Lexus vehicles at the La Jolla public library. It will be a slow process, but each time I research a particular vehicle for a given year I will fax that information to Mr. Y

This letter consists of 9 pages and there are ~~seven~~ 8 attachments for a total of ~~16~~ 17 pages.

Once again, thank you for your assistance. My La Jolla telephone number is [redacted]. You can also forward mail to me at my La Jolla address through September 20 2005: [redacted]
La Jolla, CA [redacted]

Very truly yours,

[redacted]

[redacted]
Phoenix, AZ [redacted]
EMAIL: [redacted]

CAMRY-2002-1

ODI NO	VEHICLE	ACCELERATION ISSUE	BRAKE-ISSUE	FAIL DATE	COMMENTS, OCCURRENCE ENC INJURIES, FATALITIES
[illegible]	T-2002	A- Cruise Control	BF Cruise Control (1)	11/1/02	Cruise [illegible]
[illegible]	T-2002	AF [illegible]	BF- Cruise Control (2)	11/1/02	Cruise Control [illegible]
[illegible]	T-2002	AF	BF (3)	[illegible]	[illegible]
[illegible] X	T-2002 X	A - No info Supplied X	B,N,M X	? [illegible] X	X
[illegible]	T-2002	A	BFA See Comment (4)	7/7/02	"Vehicle would [illegible]
[illegible]	T-2002	A	BF (5)	5/25/02	[illegible]

CAMRY-2002-2

I ODINO	II VEHICLE	III ACCELERATION ISSUE	IV BRAKE ISSUE	V FAILDATE	VI COMMENTS, OCCURRENCE, INJURIES, FATALITIES
8013543	T-2002	A	BF (6)	7/2/02	At stop [illegible] vehicle [illegible] RPMs [illegible]
8001010	T-2002	AR	BF EBF (7)	12/11/01	while backing up, vehicle suddenly surged & engine revved. Consumer applied BRAKE AND EMERGENCY BRAKE, but could not stop V. Hit tree. Consumer suffered minor injuries
767312	T-2002 XLE		?	9/20/02	Pressed on brake & accelerator at same time.
763094	T-2002	AR	BF 8	3/1/02	Backed out, turned 90 degrees from parking space, when engine began to surge, could not stop by applying brakes, hit pickup truck.
762566 X	+	+	+	5/24/02 +	No info +
10128540	T-2002 LE		??	7/22/04	Wife pulled into parking space - since foot on brake, car surged into block wall. $3500 damage. Later, [illegible] no defect found [illegible] blamed herself for accident!

I	II	III	IV	V	VI
					CAMRY – 2002-3
ODI NO	VEHICLE	ACCELERATION ISSUE	BRAKE ISSUE	FAIL DATE	COMMENTS, OCCURRENCE, INJURIES, FATALITIES
10127521	T-2002 XLE	AR	BNM	7/1/05	Vehicle surged in reverse, J-turn 360 degrees
10122662	T-2002	A	BF (9)	11/17/03	Vehicle suddenly accelerated & did not stop when brakes were applied & when shifter was placed in [illegible] vehicle took off, the brakes were applied and did not stop. V crashed into Church
10121650	T-2002	RAR	BF (10)	3/29/05	Backed out of parking space & turned wheel counter-clockwise, Attempted to brake, but car flew out of control Crashed into concrete wall and parked vehicle
10117492	T-2002	AF	BNM	4/3/05	Car pulled thru car wash, driver motioned to drive forward, placed into drive, unexpectedly accelerated, lurched forward at HIGH SPEED, hit tree before stopping. Consumer & passenger sustained minor injuries
10117094	T-2002	AF	BF	3/29/05	Driver sitting inside vehicle car running in parking lot. V suddenly accelerated UNCONTROLLABLY, DRIVER applied brakes to floor, but could not stop V & it crashed into brick wall
10116280	T-2002	AF	BF + Acceleration (15)	4/2/05	Turning into parking area, attempted to slow down & applied brakes, but then V started to accelerate, made conscious effort to lift feet so as to make sure was not pressing down on accelerator. V still accelerated. Applied brakes but car did not slow down. V would not slow, crossed curb [illegible] at [illegible]

TOY-RQ-00002026

I	II	III	IV	V	VI CAMRY-2002-4
ODINO	VEHICLE	ACCELERATION ISSUE	BRAKE-ISSUE	FAILDATE	COMMENTS, OCCURRENCE INJURIES, FATALITIES
10113040	T-2002	AF	BF + Acceleration (13)	8/19/04	Driving 45 mph down road, owner applied brakes vehicle began to accelerate without warning. Driver had to turn off ignit [illegible] experiencing [illegible] accident.
10112827	T-2002	AF + AR	BF + Acceleration (14)	12/01/04	when braking intermittently, the V accelerated, about 8 times in 2 months! Both in forward & reverse
10107685	T-2002	AR	NM	2/5/04	Throttle stuck wide open when V put in reverse from a parked position, caused V to be completely out of control, steering [illegible] [illegible] continued to [illegible] [illegible] road.
10106511	T-2002	AF	NM	1/17/05	Pulling into pet store parking lot, V suddenly accelerated uncontrollably, crashing into retaining wall. Previous incidents of acceleration in non defect crash
10105486	T-2002	AF	NM	12/17/04	While pulling into parking space Driver [illegible] [illegible] V accelerated + Driver crashed [illegible] wall
10102070	T-2002	AF	NM*	11/19/04	C driving about 65 mph, accelerator pedal stuck, had to turn off ignition to stop. (Obviously brake would not work)

TOY-RQ-00002027

	II	III	IV	V	VI
ODINO	VEHICLE	ACCELERATION ISSUE	BRAKE-ISSUE	FAIL DATE	CAMRY-2002-5 COMMENTS, OCCURRENCE INC INJURIES, FATALITIES
10101710	T-2002	AF	BF + Acceleration (15)	5/20/04	Driving 20 MPH, V accelerated uncontrollably. C APPLIED BRAKE PEDAL AND V CONTINUED TO ACCELERATE C went to emergency & hit a lady, child who sustained minor injuries - 5 diff accids.
10101640	T-2002	AF	BF (5)	4/19/04	Sudden acceleration, Brakes failed causing accident, collided with other vehicles
10097788	T-2002	AF	BF + Acceleration (2)	10/26/04	C pulled in to parking lot space & suddenly found herself headed in store, She applied brakes when pulling into parking spot & was certain she did not mis-accelerate.
10096893	T-2002	A	BF + Acceleration (5)	4/18/03	Intermittent, 3 occurrences when braking, Car accelerated
10094992	T-2002	A	BF + Acceleration (2)	10/2/03	"While applying the brake pedal V accelerated uncontrollably"
10093071	T-2002	A	[redacted]	7/7/04	Pressed Accelerator Pedal Car went out of control

CAMRY-2002-4

I ODINO	II VEHICLE	III ACCELERATION ISSUE	IV BRAKE-ISSUE	V FAILDATE	VI COMMENTS, OCCURRENCE INJURIES, FATALITIES
10092244 ~~10092074~~	T-2002	AF	~~[illegible]~~ BF	~~[illegible]~~ 9/9/04	Accelerator sticks. ~~[illegible]~~ Brake failed, gearshift would not respond
10087404	T-2002	AF	BF + Acceleration	3/9/04	While parking, the V suddenly accelerated. When V was finally parked driver's foot off gas pedal & on brake the V jumped over parking bump & hit a post.
10086821	T-2002	AF	BF	7/19/04 & 8/13/04	Ongoing problem with application of brakes and car accelerating forward.
10083732	T-2002	AF	BF	10/27/02	While stopping at traffic light engine revved, followed by sudden acceleration. CONSUMER SLAMMED ON BRAKES, but they failed. (2 occurrences)
10081983	T-2002	AF	BNM (probably no chance to apply brakes!!!)	7/12/04	V stopped in traffic, loud noise, V surged forward, collided with car in the front, which struck rear vehicle
10080160	T-2002	AF	BPF + Acceleration Partial Brake Failure	6/29/04	While approaching red light and attempting to slow down ~~[illegible]~~ (collided) V surged while applying brakes

TOY-RQ-00002030

CAMRY-2002-7

I	II	III	IV	V	VI
ODINO	VEHICLE	ACCELERATION ISSUE	BRAKE ISSUE	FAILDATE	COMMENTS, OCCURRENCE, INJURIES, FATALITIES
10080050	T-2002	AF	BNM*	6/28/04	While parking V, it leaped forward then hit two vehicles in parking lot.
10079629	T-2002	AF	BNM*	6/21/04	Driving into garage, V surged forward, consumer lost control & hit back wall of garage (Probably no chance to use brakes)
10079519	T-2002	A	?	8/14/02	Apparently C hit gas pedal before brake pedal
~~10079469~~ 10079469	~~T-2002~~ T-2002	AF	BF	4/2/04	Driving at 25 mph, V suddenly accelerated, Brakes applied but failed to stop V - more than [illegible] feet before hitting a sign & two trees
10078546	T-2002	AF	BF + accelerator	12/9/03	Twice while on cruise control exiting highway hit brakes & car accelerated
10075911	T-2002	AF	BNM* but BF	5/28/04	While driving V suddenly accelerated while consumer was approaching a stop sign (obviously applying the brakes)

I II III IV V VI

CAMRY-2003-1

ODI NO	VEHICLE	ACCELERATION ISSUE	BRAKE-ISSUE	FAIL DATE	COMMENTS, OCCURRENCE, INJURIES, FATALITIES
10124459	T-2003	AF	BF+Acceleration	4/20/05	C says V takes off by itself even at traffic light with foot on brake!
10120280	T-2003	AF	BF+EBF	5/8/05	Car accelerated out of control, neither brake nor emergency brake worked, thank [illegible] [illegible] did not run thru fence into housing playground full of kids + people

TOY-RQ-00002031

- Plenary consensus on process to complete interim DO–294 document update, Working Groups comment disposition validation, action items to Working Groups, etc.
- Break-out sessions for Working Groups:
- Working Groups (WG) 1 through 5 meet.
- WG–1, PED Characterization, Garmin Room
- WG–2, Aircraft Path Loss and Test, with WG–3, Aircraft Susceptibility, MacIntosh-NBAA Hilton/ATA Room
- WG–4, Risk Assessment, Mitigation, and Process, Colson Board Room
- WG–5, Airplane Design and Certification Guidance, ARINC Conference Room
- Chairmen's strategy session with Work Group Leaders, MacIntosh-NBAA and Hilton-ATA Rooms Process check and readiness review for DO–294 document update
- February 2:
- Opening Remarks and Process Check
- Working Groups Report out on (Disposition of FRAC comments to DO–294 Interim document update; Issues identified, with recommendation to Plenary for consensus on closure of issues; Recommendations for Plenary consensus on document update final version; Schedule and TOR compliance assessment; Phase 2 work remaining: work plan and schedule)
- WG–1 (PEDs characterization, test and evaluation)
- WG–2 (Aircraft test and analysis)
- WG–3 (Aircraft systems susceptibility)
- Proposal for assessing aircraft systems susceptibility to Phase 2 technologies.
- WG–4 (Risk Assessment, Practical application, and final documentation)
- Collaboration with EUROCAE WG58
- WG–5 (Recommended Guidance for Airplane Design and Certification)
- Plenary consensus on Interim DO–294 update document recommendation to publish
- Updates to Phase 2 work statement, committee structure, work plan and schedule, including: Plan for access to material and organization of data in appendix CD for Phase 2 document Working Groups' teleconference and meeting schedule, plan for Phase 2 work completion
- Closing Session (Other Business, Date and Place of Next Meeting (April 4–6, 2006, Fourteenth Plenary at RTCA; July 10–14, 2006, Fifteenth Plenary at RTCA; October 16–20, 2006, Sixteenth and final Plenary at RTCA, Closing Remarks, Adjourn)
- Working Groups to complete action items and complete interim update DO–294 for recommendation to PMC to publish

Attendance is open to the interested public but limited to space availability. With the approval of the chairmen, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on December 23, 2005.

Natalie Ogletree,

FAA General Engineer, RTCA Advisory Committee

[FR Doc. 05–24699 Filed 12–30–05; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Denial of Motor Vehicle Defect Petition

AGENCY: National Highway Traffic Safety Administration, (NHTSA), Department of Transportation.

ACTION: Denial of a petition for a defect investigation.

SUMMARY: This notice sets forth the reasons for the denial of a petition (Defect Petition 05–002) submitted by Mr. Jordan Ziprin to NHTSA's Office of Defects Investigation (ODI), by letter dated July 8, 2005, under 49 U.S.C. 30162, requesting that the agency commence a proceeding to determine the existence of a defect related to motor vehicle safety within the electronic throttle control (ETC) system in model year (MY) 2002 to 2005 Toyota and Lexus vehicles, or to reopen Preliminary Evaluation (PE) 04–021 whose subject was the ETC system on MY 2002 to 2003 Toyota Camry, Solara and Lexus ES models. In a letter dated August 18, 2005, Mr. Ziprin amended the petition to include additional allegations of interrelated brake and acceleration problems that allegedly result in inappropriate and uncontrollable vehicle accelerations in ETC equipped MY 2002 to 2005 Toyota and Lexus vehicles.

After reviewing the material cited by the petitioner and other information, NHTSA has concluded that further expenditure of the agency's investigative resources on the issues raised by the petition is not warranted. The agency accordingly has denied the petition.

FOR FURTHER INFORMATION CONTACT: Mr. Scott Yon, Vehicle Control Division, Office of Defects Investigation, NHTSA, 400 7th Street, SW., Washington, DC 20590. Telephone 202–366–0139.

SUPPLEMENTARY INFORMATION: The petitioner owns a 2002 Toyota Camry with V6 engine that he purchased new in March 2002. On July 5, 2005, at approximately 8:45 p.m., the petitioner parked his vehicle in the driveway of a home near his residence in Phoenix, Arizona and exited the vehicle. Upon determining that he was at the wrong address, he re-entered the vehicle, started the engine, placed his foot on the brake pedal and shifted the gear selector to reverse. The petitioner states that he was steering clockwise as the vehicle drifted backwards from the driveway under its own power. He alleges that without application of the throttle the vehicle suddenly accelerated backwards at a high rate causing a loss of vehicle control. The vehicle appears to have moved in a circular path and came to rest with the driver's door abutted to a utility box situated on a concrete pad in front of the home adjacent to where the vehicle had been parked. According to the petitioner, he does not recall if he applied, or attempted to apply, the brake pedal during this incident. He stated, however, that he is sure he would not have applied the throttle since no application was necessary for vehicle movement. Although the exact distance and path the vehicle traveled during the incident is unknown, the vehicle damage [1] and incident site evidence suggests the vehicle yawed (rotated about a vertical axis) through a significant angle to reach its final rest position; this is consistent with the petitioner's statement that the vehicle accelerated at a high rate and is an indication that a significant throttle opening occurred. Additionally, the petitioner describes another incident [2] that happened in April 2002, within the first few weeks of his ownership, stating that he did not report the incident at that time because he felt that his unfamiliarity with the vehicle may have caused an error that lead to the incident.

[1] Repair damage for the petitioner's vehicle from this incident was estimated at $3,000.

[2] The incident occurred while the petitioner was reversing the vehicle at a gas station local to his residence.

ODI visited the location of both incidents and performed an inspection of the petitioner's vehicle on October 5, 2005, as described in the December 15, 2005 memo to file.' [3].

The petitioner has submitted several letters to ODI [3] that contain further descriptions of his two incidents, discussions of his review of related information including information from ODI's complaint and investigation databases, and lists of Vehicle Owner Questionnaire (VOQ) numbers (reports) with comments describing his analysis of each. In total, ODI recognizes 1,172 distinct VOQ reports that the petitioner has obtained from ODI's database, reviewed and submitted to the agency.[4] The reports involve MY 2002 to 2005 Toyota products,[5] including 4 Lexus and 15 Toyota models, defining a vehicle population of some 7.1 million vehicles.[6]

In its analysis of the petitioner's data, ODI noted that many of the cited reports involved complaints related solely to the brake system. Accordingly, ODI performed an analysis of the ODI complaint database for all MY 2002 to 2005 light vehicles for reports coded to the brake system component category. With the exception of two products,[7] the analysis showed that the vehicles identified by the petitioner were not over-represented in the complaint database. Accordingly, ODI determined that there was insufficient evidence to support the existence of a brake system-related defect in these vehicles. Additionally, ODI determined that many of the products identified by the petitioner were not manufactured with ETC systems, but were instead built with mechanical throttle control systems (typically cable based). In fact, for the four MYs cited by the petitioner, only the Toyota Camry and Lexus ES models were all manufactured with ETC. For these reasons, ODI restricted its analysis to petitioner reports involving MY 2002 to 2005 Camry, Solara, and ES models (identified henceforth as the subject vehicles) that alleged an abnormal throttle control event. There are approximately 1.9 million subject vehicles in this population.[6] The design and operation of the subject vehicle's ETC system, including the diagnostic and safety control system, is discussed in the closing report for PE04–021 and in information Toyota provided during PE04–021 and this petition.[3]

For the total of 1,172 reports to which the petitioner has directed our attention, and after excluding the reports discussed above, ODI identified 432 [8] unique subject vehicle VOQ reports involving throttle control concerns originating from ETC equipped vehicles; this appears to be a relatively comprehensive representation of the ODI complaint database regarding this issue on the subject vehicles. Generally speaking, these reports fall into one of three categories; (1) those that involve engine management system (EMS) related driveability concerns, (2) those that involve throttle control related concerns where the brake system was reportedly ineffective, and (3) those that involve throttle control related concerns where the effectiveness of the brake system was unknown or ambiguous.

ODI found that 171 of the 432 reports (40%) involved driveability concerns. These reports describe a condition where the operator intentionally applies the throttle pedal, in expectation that the vehicle will accelerate, and then experiences a delay or hesitation in vehicle response.[9] Complainants allege the delay lasts from 2 to 5 seconds and that during that period the operator further depresses the accelerator; this results in a greater than anticipated vehicle response which is disconcerting to vehicle occupants.[10] Many reports allege that this condition is a safety problem. ODI has interviewed several complainants and found that while they express concern and frustration over the issue they nevertheless continue to operate the vehicle on a daily basis. No crashes, injuries or fatalities have been alleged to result from this condition, despite the large subject vehicle population and years of exposure. These complaints, which relate to delayed throttle response, involve vehicle response to intentional driver commands. Therefore, ODI does not consider this concern to be related to the allegations raised by the petitioner and these reports do not provide support for the investigation requested by the petitioner.

Similarly, 93 of the reports (~20%) allege throttle control concerns where the brake was reported by the operator to be ineffective at controlling vehicle movement despite brake application, indicating that, if the reports are assumed to be correct, simultaneous failures of the throttle control and brake systems must have occurred.[11] These incidents, sometimes referred to as "sudden or unintended acceleration" incidents,[12] occurred under various operating conditions and often resulted in a crash with alleged injuries and or fatalities. ODI has interviewed 24 of the complainants [13] and learned that most vehicles were subsequently inspected by dealership, manufacturer and or independent technical personnel who were unable to discover any evidence of a failed or malfunctioning vehicle component or system or any other vehicle condition that could have contributed to the incident.[14] Additionally, for reports where an interview was not conducted, many state that no vehicle-based cause was ever found in post-incident vehicle inspections. For these 93 reports, the complaint rate of 4.9/100k vehicles is similar to that of the general vehicle population and is unremarkable.[15] The complaint trend is also constant and neither increasing or decreasing. Accordingly, because these reports do not appear to indicate a distinct safety defect that would warrant investigation

[3] The documents are available for public review at ODI's Web site: *http://www-odi.nhtsa.dot.gov*.

[4] This count does not include reports contained in correspondence received after November 30, 2005.

[5] A "product" is defined as a distinct make, model and model year vehicle.

[6] Vehicle production was estimated from Early Warning Reporting data submissions.

[7] The MY 2004 RX330 was the subject of PE05–009 and a service action Toyota subsequently conducted. The MY 2002 Toyota Tundra product prompted a number of brake disc-borne vibration complaints that ODI reviewed but did not find to be sufficient evidence to indicate the existence of a safety related defect.

[8] There were a total of 468 reports, but duplicates (from the same complainant) were eliminated.

[9] This is contrary to the other throttle control categories ODI established and to what the petitioner alleges, i.e., that the accelerator opened by itself and the vehicle accelerated without driver input.

[10] This issue is the subject of a Toyota technical service bulletin intended to address the driveability condition.

[11] ODI notes that reports of this nature are not unique to the subject vehicles or to Toyota products.

[12] Sudden or unintended acceleration events have been the subject of many public and private studies which generally conclude that, absent any evidence to support a vehicle-based failure, the unavoidable explanation is that driver error—the inadvertent application of the accelerator rather than the brake—is the cause of the incidents. For further information regarding sudden and unintended acceleration events, see DPs 99–004, 03–003 and 03–007 including the Federal Register notices and the notes and references contained therein.

[13] A comprehensive driver interview was used to ascertain specific detail about each incident. Based on the results of these interviews, ODI would caution readers of these complaints regarding conclusions based solely on the content of the complaint description.

[14] A brake system failure that results in brake loss is highly likely to be easily detectable after it occurs.

[15] For example, two throttle control investigations are currently underway. For Engineering Analysis (EA) 05–014 the complaint rate is 230/100k, for EA05–021 the rate is 685/100k. One of the more notable sudden acceleration investigations involved MY 1978—1987 Audi products; the complaint rate in this investigation was ~600/100k. Also, see complaint rates discussed in the Federal Register notices associated with Defect Petitions (DP) 03–003 and 03–007.

and are factually distinguishable from the specific facts of petitioner's case, the reports do not provide support for the investigation requested by the petitioner.

The remaining 168 reports (~40%) are similar to those investigated during PE04–021 and to the situation that petitioner experienced. These reports typically describe incidents where a vehicle equipped with ETC is being maneuvered at slow speed in a close quarter situation, such as pulling into or out of a parking space, at which point the operator alleges that the vehicle accelerates without driver input and crashes.[11,16] The crashes are generally low speed crashes, with minor or no injuries. In the aftermath, operators are unsure of whether the brakes were applied or not, sometimes stating that there was insufficient time to use the brake pedal. The common thread in these reports is that the vehicle accelerated, a crash occurred, and the operator believes an uncommanded acceleration caused it.

Prompted by consumer complaints and DP04–04, PE04–021 investigated the ETC system on MY 2002 and 2003 subject vehicles and involved many of the same VOQ reports identified by the petitioner. ODI opened the investigation to determine if the system could be the cause of complaints alleging the engine speed increased, or failed to decrease, when the accelerator pedal was not depressed. During the course of the investigation, ODI reviewed VOQ and manufacturer reports, inspected two complaint vehicles, reviewed relevant Toyota technical documentation, analyzed Toyota's responses to an information request letter, conducted a limited control pedal assessment and attended a Toyota technical presentation that included the assessment of two demonstration vehicles. The investigation closed in July, 2004, without the identification of a defect trend, and with the agency noting that it would take further action if warranted.

With regard to the 168 reports recently identified by the petitioner, ODI has now interviewed [12] 110 of these 168 complainants (65%) including 23 of the 29 (~80%) MY 2004 to 2005 complainants. Here again, these interviews revealed that most vehicles were subsequently inspected by dealership, manufacturer and/or independent technical personnel and no malfunction or failure explaining these incidents was identified. Many vehicles involved in these incidents have been placed back in service and have accumulated significant service experience without any recurrence.[17] For these 168 reports, the complaint rate of 8.8/100k vehicles is comparable to rates for similar vehicles and the complaint trend is declining.[18] None of this evidence suggests that a vehicle-based cause may exist. Therefore, the reports have ambiguous significance and do not constitute a basis on which any further investigative action can be initiated.[19]

In view of the foregoing, it is unlikely that NHTSA would issue an order for the notification and remedy of a safety-related defect as alleged by the petitioner at the conclusion of the requested investigation. Therefore, in view of the need to allocate and prioritize NHTSA's limited resources to best accomplish the agency's safety mission, the petition is denied. This action does not constitute a finding by NHTSA that a safety-related defect does not exist. The agency will take further action if warranted by future circumstances.

Authority: 49 U.S.C. 30162(d); delegations of authority at CFR 1.50 and 501.8.

Issued on: December 23, 2005.

Daniel C. Smith,

Associate Administrator for Enforcement.

[FR Doc. E5–8151 Filed 12–30–05; 8:45 am]

BILLING CODE 4910–59–P

[16] ODI notes that driver error is one plausible explanation for many of these incidents.

[17] This observation does not support the existence of a vehicle-based causal explanation.

[18] This is partially due to the effects of publicity surrounding PE04–021.

[19] For this reason, these reports will not be reflected in the close resume.

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2005–20288, Notice 2]

Cross Lander USA; Grant of Application for a Temporary Exemption From Federal Motor Vehicle Safety Standard No. 208

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.

ACTION: Grant of Application for a Temporary Exemption from S4.2 and S14 of Federal Motor Vehicle Safety Standard No. 208.

SUMMARY: This notice grants the Cross Lander USA ("Cross Lander") application for a temporary exemption from the requirements of S4.2 and S14 of Federal Motor Vehicle Safety Standard (FMVSS) No. 208, *Occupant crash protection.* The exemption applies to the Cross Lander 244X vehicle line. In accordance with 49 CFR part 555, the basis for the grant is that compliance would cause substantial economic hardship to a manufacturer that has tried in good faith to comply with the standard.

DATES: The exemption from S4.2 and S14 of FMVSS No. 208, *Occupant crash protection,* is effective from December 1, 2005 until May 1, 2008.

FOR FURTHER INFORMATION CONTACT: George Feygin in the Office of Chief Counsel, NCC–112, (Phone: 202–366–2992; Fax 202–366–3820; E-Mail: *George.Feygin@nhtsa.dot.gov*).

I. Background

Cross Lander, a Nevada corporation, owns a Romanian vehicle manufacturer ARO, S.A., which manufactures multipurpose passenger vehicles built for extreme off road conditions.[1] According to the petitioner, this vehicle was formerly used by Romanian military. Cross Lander intends to import and distribute this vehicle, named the Cross Lander 244X ("244X"), in the United States. A detailed description of the 244X is set forth in their petition (Docket No. NHTSA–2005–20288–1). For additional information on the 244X, please go to *http://www.crosslander4x4.com/.*

In preparing the 244X for sale in the United States, Cross Lander anticipated that the Gross Vehicle Weight Rating (GVWR) of the 244X would exceed 5,500 pounds, which would exclude the vehicles from the air bag requirements specified in S4.2 and S14 of FMVSS No. 208. However, because of an unexpected change in the choice of engine used in the 244X, the GVWR of the 244X is less than 5,500 pounds, and it is thus subject to the requirements in S4.2 and S14. Because a heavier vehicle would not have been subject to the applicable air bag requirements, the petitioner was not prepared to equip the 244X with a suitable air bag system. According to the petitioner, the cost of making the 244X compliant with FMVSS No. 208 on short notice is beyond the company's current capabilities. Thus, Cross Lander requests a three-year exemption in order to develop a compliant automatic restraint system.

As described below, the petitioner seeks a temporary exemption because despite its good faith efforts, it cannot bring the 244X into compliance with the applicable air bag requirements without

[1] To view the petition and other supporting documents, please go to: *http://dms.dot.gov/search/searchFormSimple.cfm* (Docket No. NHTSA–2005–20288).

From: <Scott.Yon@dot.gov>. Sent:10/25/2006 8:15 AM.

To: [-] <CSantucci@tma.toyota.com>.

Cc: [-] .

Bcc: [-] .

Subject: Conversation of 10/24.

Chris,

This email confirms our conversation of 10/24 concerning DP06-003 which Jeff participated in. We discussed the test plan for the throttle actuator removed from the petitioner's vehicle (which is currently in Toyota's possession). You explained the process/timing of the assessment the throttle actuator manufacturer (Aisan) has offered. We requested that Toyotasend the actuator to Aisan and ask them to conduct the non-destructive portions of the assessment ASAP. You advised that a summary report will be provided when the assessment is complete. After we have reviewed the report we will determine what, if anything will be done with the actuator next. Please do not conduct any destructive testing of the actuator until further discussion. Let me know if you have any questions.

Thanks,

Scott

D. Scott Yon

U.S. Department of Transportation

National Highway Traffic Safety Administration

Office of Defects Investigation

Room 5326-I

400 7th Street S.W.

Washington, DC

20590

202-366-0139

fax-202-366-1767

From: <Scott.Yon@dot.gov>. Sent:3/9/2007 10:11 AM.

To: [-] <CSantucci@tma.toyota.com>.

Cc: [-] .

Bcc: [-] .

Subject: DP06003 FRN - denial notification.

FYI

D. Scott Yon

U.S.Department of Transportation

National Highway Traffic Safety Administration

Office of Defects Investigation

Room 5326-I

400 7th Street S.W.

Washington, DC

20590

202-366-0139

fax-202-366-1767

Dated: February 28, 2007.

By order of the Maritime Administrator.

Daron T. Threet,

Secretary, Maritime Administration.

[FR Doc. E7–4211 Filed 3–8–07; 8:45 am]

BILLING CODE 4910–81–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Announcing the Sixteenth Public Meeting of the Crash Injury Research and Engineering Network (CIREN)

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.

ACTION: Meeting announcement.

SUMMARY: This notice announces the Sixteenth Public Meeting of members of the Crash Injury Research and Engineering Network. CIREN is a collaborative effort to conduct research on crashes and injuries at eight Level 1 Trauma Centers across the United States linked by a computer network. Researchers can review data and share expertise, which may lead to a better understanding of crash injury mechanisms and the design of safer vehicles. Eight presentations on current research based on CIREN cases will be presented. The agenda will be posted to the CIREN Web site *http://www-nrd.nhtsa.dot.gov/departments/nrd-50/ciren/CIREN.html* three weeks prior to the meeting.

DATE AND TIME: The meeting is scheduled from 8:30 a.m. to 4 p.m. on Wednesday, March 28, 2007.

ADDRESSES: The meeting will be held at: Department of Transportation, 400 Seventh Street, SW., Room 6200, Washington, DC 20590.

To Register for This Event: If you do not have a Federal Government identification card, it is suggested that you notify us in advance in order to put your name on the security list. This will expedite your admission to the building. You may still attend the public hearing but there could be a delay in granting you access. Please e-mail your name, affiliation, phone number and e-mail address to *Tasha.Allen@dot.gov* by March 23, 2007, in order to get on the pre-registration list.

For General Information: Mark Scarboro (202) 366–5078 or Cathy McCullough (202) 366–4734.

SUPPLEMENTARY INFORMATION: CIREN cases may be viewed from the NHTSA/CIREN Web site at: *http://www-nrd.nhtsa.dot.gov/departments/nrd-50/ciren/CIREN.html.* NHTSA has held three Annual Conferences where CIREN research results were presented. Further information about the three previous CIREN conferences is also available through the NHTSA Web site. NHTSA has held public meetings on a regular basis since 2000. Presentations from these meetings are available through the NHTSA Web site. NHTSA plans to continue holding CIREN meetings on a regular basis to disseminate CIREN information to interested parties. This is the sixteenth such meeting. The CIREN Centers will be presenting papers on the side impacts in pediatric cases, injuries involving far side occupants, diffuse axonal brain injuries, seat angle and injury, brain injury and impact angle, analytic techniques for using CIREN data, and elderly data analysis including the use of Digital Imaging and Communications in Medicine (DICOMS).

Should it be necessary to cancel the meeting due to inclement weather or to any other emergencies, a decision to cancel will be made as soon as possible and posted immediately on CIREN's Web site *http://www-nrd.nhtsa.dot.gov/departments/nrd-50/ciren/CIREN.html.* If you do not have access to the Web site, you may call or e-mail the contacts listed in this announcement and leave your telephone number or e-mail address. You will be contacted only if the meeting is postponed or canceled.

Issued on: March 5, 2007.

Joseph N. Kanianthra,

Associate Administrator for Vehicle Safety Research.

[FR Doc. E7–4209 Filed 3–8–07; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Denial of Motor Vehicle Defect Petition

AGENCY: National Highway Traffic Safety Administration, (NHTSA), Department of Transportation.

ACTION: Denial of a petition for a defect investigation.

SUMMARY: This notice sets forth the reasons for the denial of a petition (Defect Petition DP06–003) submitted on August 24, 2006 by Mr. William B. Jeffers III of Garner, North Carolina to NHTSA's Office of Defects Investigation (ODI), requesting that the agency commence a proceeding to determine the existence of a defect related to motor vehicle safety in model year (MY) 2002 to 2006 Toyota Camry and Camry Solara vehicles (the "subject vehicles") for incidents relating to vehicle engine surging.

After reviewing the concerns raised by the Petitioner and other information, NHTSA has concluded that further expenditure of the agency's investigative resources on the issues raised by the petition is not warranted. The agency, accordingly, has denied the petition.

FOR FURTHER INFORMATION CONTACT: Mr. Scott Yon, Vehicle Control Division, Office of Defects Investigation, NHTSA, 400 7th Street, SW., Washington, DC 20590. Telephone 202–366–0139.

SUPPLEMENTARY INFORMATION: The Petitioner owns a MY 2006 Toyota Camry with a 4-cylinder engine that was purchased new in January 2006. The Petitioner also previously owned a MY 2005 [1] Camry. He alleges that both vehicles exhibited vehicle engine surging, which he described as a short duration (1 to 2 second) increase in engine speed occurring while the accelerator pedal is not depressed. In an initial interview, the Petitioner estimated that 6 to 8 surge incidents, of varying severity, occurred in the MY 2006 vehicle over the course of 10,000 miles and 7 months of ownership. The Petitioner reports that the brake system is effective at overcoming the surge. However, he is concerned about reports filed with NHTSA alleging uncontrolled surging in MY 2002 to 2006 Camry vehicles bringing those vehicles to a high rate of speed (in some cases, purportedly, with the brakes applied).

In September 2006, the Petitioner's MY 2006 vehicle was serviced by a Toyota dealership. The dealership determined that two diagnostic trouble codes (P-codes) related to the operation of the throttle actuator,[2] P2103 and P2111, were stored in the engine control unit's memory.[3] The dealership ordered a new replacement throttle actuator, which was installed on the vehicle in October 2006. Thereafter, in November 2006, the Petitioner reported that another surge event occurred, more severe than his prior occurrences. The Petitioner stated that after startup, the vehicle moved forward rapidly when the throttle pedal was touched lightly. The Petitioner reports that the tires

[1] The open resume for DP06–003 incorrectly identified the Petitioner's previous vehicle as a MY 2003.

[2] The throttle actuator is the device that controls air flow into the engine and hence power production. On the subject vehicles the actuator is controlled electronically, as opposed to mechanically (via a cable).

[3] The Petitioner does not recall seeing any warning indications on the instrument panel nor does he report any operational malfunctions, either of which would be expected when the stored P-codes were detected.

screeched from over-acceleration and the vehicle moved 3 or 4 car lengths before he was able to stop the vehicle with the brake. The Petitioner noted that the malfunction indication lamp (MIL) was illuminated during and after this incident. The vehicle was returned to the Toyota dealership, which discovered that P-codes P2111, P2112, and P2119 were stored in memory.[4] These diagnostic codes also relate to throttle actuator operation. The invoice for this service visit indicates that an electrical connector for the newly installed throttle actuator was "adjusted" and the ground circuits were checked. No crash, injury or property damage incidents are alleged to have occurred with regard to either of the Petitioner's vehicles.

On October 3, 2006 ODI personnel met with the Petitioner in Raleigh, NC to assess his current vehicle.[5] The assessment involved a visual inspection, as well as photographing the exterior, interior, and under hood areas of the vehicle. ODI test drove the vehicle to make an operational assessment of the braking, throttle control, cruise control and shift interlock systems. A brake override test was performed[6] confirming that the brake system would stop and restrain the vehicle under full engine power.[7] No anomalies were noted with the vehicle or its operation during ODI's test drive. ODI confirmed its understanding of the Petitioner's concerns and, through discussion and demonstration, attempted to evaluate the magnitude and duration of the surge events he had experienced.

During the October 2006 meeting, ODI and the Petitioner discussed the Toyota dealership's determination that his throttle actuator should be replaced. An agreement was made to schedule the next service visit so that the removed (suspect) throttle actuator could be retained for further analysis. After the repair, ODI arranged with Toyota to have the suspect throttle actuator sent to a facility owned by the component supplier, Aisan Industry Co., Ltd. An analysis was conducted which included a physical inspection (including X-ray), mechanical testing, electrical testing, environmental testing, and destructive tear down. Aisan's final investigation report,[8] submitted to NHTSA under request for confidentiality by Toyota, concluded that there was no problem associated with the component.

In late October 2006, ODI issued an Information Request (IR) letter[9] to Toyota requesting subject vehicle production data, and warranty claim/parts sales data for the throttle actuator. ODI's review found that the overall warranty claim rate for throttle actuators is unremarkable.[10] The primary reasons for warranty replacement of this component were: (1) Hesitation/poor acceleration; (2) MIL illumination; (3) stalling; and (4) poor/no starting. These reasons do not appear to be related to engine surging. No trends are observed when warranty claim rates are analyzed on production date, MY or time-in-service basis. Parts sales, a possible indication of the scope or a component problem, are also unremarkable.[11]

Toyota's IR response[12] included technical information for the P-codes stored on the Petitioner's vehicle. The documents describe the condition(s) under which the stored P-codes would be set[13] and the resultant effects on vehicle operation. For the codes stored, fault detection occurs when parameter thresholds are exceeded for a maximum of one second. Where an event lasts more than one second, the codes also result in a "fail safe" mode of operation during which the throttle actuator is de-powered and the throttle blade is mechanically fixed to a near-closed position.[14] With this functionality, any engine surge occurring due to a throttle actuator failure should not last longer than one second, after which the MIL would be illuminated and engine power would be significantly reduced.

ODI attempted but was unable to conduct an interview with the current owner of the Petitioner's MY 2005 Camry to determine if the surging happened again. However, that vehicle (which we know by its vehicle identification number) does not appear in Toyota's warranty claim data or in NHTSA's Vehicle Owner Questionnaire complaint database.

The electronic throttle control (ETC) system of Toyota vehicles in model years immediately prior to that of the Petitioner's current vehicle has been the subject of earlier agency investigations and petitions. Preliminary Evaluation PE04–021 (prompted by DP04–003), which ODI closed without identification of a defect trend, involved allegations that the ETC system failed to properly control engine speed resulting in vehicle surge.[15] Unlike DP06–002, no allegations of MIL or component replacement in connection with a surge incident were received during PE04–021. Defect Petition DP05–003, which the agency denied, involved allegations of interrelated brake and acceleration problems that allegedly resulted in inappropriate and uncontrollable vehicle accelerations in ETC-equipped MY 2002 to 2005 Toyota and Lexus vehicles. During DP05–002, ODI reviewed a comprehensive listing of reports submitted to the agency by vehicle owners alleging uncontrollable engine surging. This review included examination of the types of reports about which the Petitioner has expressed concern. ODI's assessment of the reports, as well as a discussion of the report rates and their relative comparison to other throttle investigations, can be found in NHTSA's petition denial notice published in the **Federal Register** on January 3, 2006. Therefore, in addition to its recent careful examination of Petitioner's allegations concerning his vehicle, ODI has also thoroughly studied all related reports that have been submitted to it alleging similar problems in the subject vehicles.

In summary, after review and analysis of the available information, ODI has not identified a vehicle-based defect that would have produced the alleged engine surge in the Petitioner's vehicle, nor was it able to witness such an event when road testing the Petitioner's vehicle.[16] Evaluation of a suspect

[4] ODI notes that 'Freeze Frame' data, which is stored information recording vehicle parameters such as vehicle speed, gear status, air mass flow, and other conditions present when P-codes are detected, were also collected at this time.

[5] This meeting took place before the original equipment throttle actuator had been replaced.

[6] The vehicle could be maintained at rest during wide open throttle with 25 to 30 lbs. brake force. The maximum engine speed under these conditions was approximately 2,200 RPMs.

[7] This situation was demonstrated to the Petitioner since he raised concerns regarding reports submitted to NHTSA alleging that vehicles accelerated to high speed even when the brakes were fully applied.

[8] The report was submitted in response to NHTSA's Information Request letter of October 30, 2006.

[9] A copy of the letter is available at *http://www-odi.nhtsa.dot.gov* under Defect Investigation DP06–003.

[10] The warranty claim rate for subject vehicle throttle actuator replacement was less than 0.18%.

[11] Parts sales were approximately 5,300 units on a population of some 1.9M vehicles, ~0.3%.

[12] Non-confidential portions of the response are available at *http://www-odi.nhtsa.dot.gov* under DP06–003.

[13] These documents describe the parameters that are monitored and the range and time thresholds that when exceeded result in the detection of a fault and the setting of a P-code.

[14] The vehicle is incapable of making significant power in this state since air flow to the engine is reduced; however, the vehicle can still be driven at low speed to a safe location for parking and occupant departure.

[15] The closing report for PE04–021 discusses technical and operational aspects of ETC including the specific countermeasures the system can implement when a fault is detected. The report, and non-confidential portions of Toyota's response, are available at *http://www-odi.nhtsa.dot.gov* under PE04–021.

[16] ODI notes that a surge event may not represent a significant safety risk if it is of small magnitude and short duration.

throttle actuator removed from the Petitioner's vehicle did not reveal a component problem. Warranty and parts sales of the actuator are unremarkable. These data do not support the existence of a wide-spread defect or ongoing concern. The fault detection and reaction strategy described in Toyota's technical documents indicates that a loss of throttle control due to a component or system failure would be detected within a one second period after which engine power would be limited. The Petitioner's MY 2006 vehicle brake system overcomes full engine power at easily achievable brake pedal forces. This in no way implies that we doubt the Petitioner's reported experiences with his vehicle. Rather, the agency simply lacks evidence of a safety related defect in his vehicle or a trend of such defects in the subject vehicles.

In view of the foregoing, it is unlikely that NHTSA would issue an order for the notification and remedy of a safety-related defect as alleged by the Petitioner in the subject vehicles at the conclusion of the requested investigation. Therefore, in view of the need to allocate and prioritize NHTSA's limited resources to best accomplish the agency's safety mission, the petition is denied. This action does not constitute a finding by NHTSA that a safety-related defect does not exist. The agency will take further action if warranted by future circumstances.

Authority: 49 U.S.C. 30162(d); delegations of authority at CFR 1.50 and 501.8.

Issued on: March 5, 2007.

Daniel C. Smith,

Associate Administrator for Enforcement.

[FR Doc. E7–4214 Filed 3–8–07; 8:45 am]

BILLING CODE 4910–59–P

From:	Sam Butto/=Lexus/Toyota.	Sent:4/30/2007 9:23 AM.
To: [-]	"Don Dare" <ddare@wate.com>@TMSVEN.	
Cc: [-]	.	
Bcc: [-]	George Morino/=TMS/Toyota.	
Subject:	RE: Lexus sudden acceleration.	

Hi Don,

Thank you for your update, and your concern. As I stated in my prior email, Lexus is cooperating fully with NHTSA in its efforts to investigate the allegations in their Preliminary Evaluation.

Thanks again!

Sam Butto
Lexus Communications
Toyota Division Communications
19001 S. Western Avenue
Torrance, CA 90501
Phone: 310-468-7728
Fax: 310-381-4618
email: sam_butto@lexus.com

"Don Dare" <ddare@wate.com>
04/28/2007 10:47 AM
To <Sam_Butto@Toyota.com>
cc
Subject RE: Lexus sudden acceleration

Dear Sam,

Thank you for your prompt response to my questions. There has been a new development since I first wrote, it has to do with the floor mat. As you know, the NHTSA is checking the accessory floor mat issue, that it can slid forward because it's "not secured" by the clip and "interfer with the throttle pedal," the accelerator.

We interviewed [redacted] on Friday, April 27. She says Scott Yon, investigator from the National Highway Traffic Safety Administration, came to Sevierville, Tennessee to see her car on April 17. [redacted] says he drove it, put it up on a lift, checked it completely.

Then she says, when Mr. Yon looked at the mats he found the winter rubber mat on top of the regular mat. We checked our video from the first time we interviewed [redacted] March 8, 2007. We asked her then to get inside the car, to demonstrate how she had applied the brakes (It had been her first time in the car since the October 12th incident). Our video from March 8th shows the rubber mat on top of the regular mat.

[redacted] says she paid extra for the mat and "when we went to pick up the car (in Johsonson City,Tennessee)

they had installed the winter mat on top of this other mat." She added, "so when I saw that done, I thought that must be fine, it's okay because the dealership had done it." The mats, she said, had never created a problem.

[redacted] there is a warning label on the rubber winter mat that states "Do not place on top of existing floor mats." But the lettering is so small, it's not raised, and you can hardly see it.

I'm not a federal investigator, just a consumer reporter in a small city, but maybe Lexus can somehow VERBALLY WARN it's customers about the winter mat. Also, if it's true what [redacted] says about the installation of the mat and there's no reason for me to believe she not truthful, perhaps dealers could be ADVISED to put the winter mat in the trunk and not on the floor.

Maybe Toyota is already taking these above steps, but if not, perhaps the cautionary measures could save other owners the possibility of a sudden acceleration episode.

Again, thank you.

Don Dare
865-633-6923
dddare@wate.com

-----Original Message-----
From: Sam_Butto@Toyota.com [mailto:Sam_Butto@Toyota.com]
Sent: Wednesday, April 25, 2007 7:11 PM
To: Don Dare
Subject: Re: Lexus sudden acceleration

Hi Don,

In answer to your questions:

1. Is Toyota Motor Company aware of the sudden acceration problem?

ANSWER: As you know,Toyota/Lexus is fully aware of the [redacted] case and as you stated in your email, after having their ES 350 checked out by a Lexus Field Technical Specialist they lost their arbitration case.

2. If so, where does the investigation stand?

ANSWER: As far as the [redacted] case is concerned, the results of the arbitration have closed the matter.

Regarding any other reports of sudden acceleration, Lexus reviews each report on a case-by-case basis. If any of the customer reports you found on the NHTSA site were reported by the individual customer to Lexus then their case will be reviewed by Lexus individually.

3. What efforts are being made to address the situation?

ANSWER: Again, each case is determined on a case-by-case basis.

The situation being addressed by Lexus is the Preliminary Evaluation investigation opened by NHTSA on March 29, 2007 on certain 2007 model year Lexus ES 350 vehicles. NHTSA is concerned that if the Lexus All Weather Floor Mat is placed on top of the existing Lexus Carpeted Floor Mats, the All Weather Floor Mats would not be secured by the retaining hooks (clips) and may slip forward, possibly interfering with the accelerator pedal.
NHTSA has received five consumer complaints where the All Weather Floor Mat may have interfered with the accelerator pedal operation.

A Preliminary Evaluation is an early-stage inquiry to determine if further analysis (an Engineering Analysis) is warranted; this is not a recall.
Lexus is currently cooperating fully with the agency in its efforts to investigate the allegations.

Sam Butto
Lexus Communications
Toyota Division Communications
19001 S. Western Avenue
Torrance, CA 90501
Phone: 310-468-7728
Fax: 310-381-4618
email: sam_butto@lexus.com

"Don Dare"

<ddare@wate.com>

To
04/24/2007 12:01 <sam_butto@toyota.com>

PM
cc
"Jamie Foster" <jfoster@wate.com>

Subject
Lexus sudden acceleration

Dear Sam,

Thanks for your call. Here's the background of a story we're working on reguarding the sudden acceleration of new model Lexus ES350 vehicles.

We have interviewed a local East Tennessee couple [redacted] Their case is #3407007. They bought a 2007 Lexus ES350 last year.
To date it has 2,720 miles. While merging onto 1-40, October 12 of last fall, she accelerated to 65 MPH, but she says "the car began to accelerate on its own." Her letter to NHTSA"s Office of Defects goes on to say: "the cruise light came on by itself, I disengaged the cruise, applied the brake with both feet, shifted into lower gears, including neutral, I applied the emergency brake and shifted into reverse, as the car was now approaching 100 MPH. I traveled almost 6 miles at 110+ MPH with the gearshift in reverse befoe the brakes took hold."

The [redacted] contacted the National Center for Dispute Settlement. Toyota had a Field Technical Specialist check the car. There was an arbitration hearing in Sevierville, Tennessee, March 1, 2007. The [redacted] were hoping Toyota would purchase the car, they would get a new one.

But according to the report's decision: "the Field Technical Specialist
(FTS) stated that in order for the incident to have happened as described by the customer, numerous redundant systems in the vehicle would have had to have failed simultaneously, and theh return to normal operations during th FTS inspection. The FTS stated that this scenario was not possible given the design of the vehicle. Further, the vehicle's braking system is designed to stop the vehicle while the engine is operating at full
throttle." DECISION: "The customer's request that the vehicle be repurchased is hereby DENIED." Their case number is: #3407007.

I went onto National Highway Transportation Safety Administration's website ... went to Office of Defects Investigation page. According to our search of federal records there are 25 recent complaints about the 2007, Lexus ES350. Out of the twenty-five search results, 14 owners complain of "vehicle speed control" problems. They were filed from May 2, 2006 through Janurary 25, 2007. Each person is referring to their ES350, 2007 model.

Some of the complaints go like this: "vehicle began to accelerate uncontrollably" ... "vehicle accelerated without warning" ... "cruise control wasn't functioning properly" The owners described what action they took: "I applied the brake but the car continued to accelerate" ... "I
stomped on the brakes with both feet, did not stop" They also wrote about
their feelings: "I have been traumatized by this event" ..."It's a miracle that I'm alive." The owners also discussed what their dealer's reaction had been: "Their (Toyota) investigator found nothing was wrong with the vehicle" ... "I was told (by dealer) to drive the car until it happened again and that they had n ver heard of this problem before."

Many of these statements describe the same experience [redacted] told us, i.e., "sudden accelation" ... "applied both feet to brake

pedal"
..."put on emergency brake" ... "put car into neutral" ... "shifted in reverse."

As I understand it, the NHTSA has advanced all this information about the 2007, ES350 to the Toyota Motor Company. Additionally, I have seen the April 5. 2007 letter from NHTSA's Office of Defects sent to Mr. Christopher Tinto, Toyota V-P. It refers to a problem with the Lexus "accessory floor
mat and the accelerator pedal." That issue and the above mentioned problems, I don't believe are related.

My questions to you are:

1. Is Toyota Motor Company aware of the sudden acceration problem?

2. If so, where does the investigation stand?

3. What efforts are being made to address the situation?

I appreciate your help.

Sincerely,
Don Dare

(Embedded image moved to file: pic02800.gif)

Insert a catchy tag line
here

Don Dare

Reporter/Anchor

WATE-TV
1306 N.
Broadway
Knoxville, TN
37917
ddare@wate.com

tel:

fax:

mobile:
865-633-6923 (Embedded
image
moved to file:
pic18087.gif)

865-523-3561
865-679-1092 (Embedded
image
moved to file:
pic31060.gif)

Add me to your address book...

Want a signature like
this?

From: Chris Santucci/=WDC/Toyota_NY. Sent:8/29/2007 12:31 PM.
To: [-] ctinto@tma.toyota.com;Kevin Ro/=WDC/Toyota_NY@Toyota_NY.
Cc: [-] .
Bcc: [-] .
Subject: Fw: Technical meeting of 8/28/2007.

FYI:

Regards,

Chris Santucci - Assistant Manager
Technical and Regulatory Affairs
Toyota Motor North America, Inc.
Ofc (202) 463-6856 Cell (202) 651-1581 Fax (202) 463-8513
email: Chris_Santucci@tma.toyota.com

Note: We cannot receive attachment extensions listed below.
.exe, .com, .pif, .scr, .cmd, .bat, .vbs, .lnk, .htm, .html, .shs, or .zip
----- Forwarded by Chris Santucci/WDC/Toyota_NY on 08/29/2007 03:30 PM -----

<Scott.Yon@dot.gov>
08/29/2007 02:50 PM
To <CSantucci@tma.toyota.com>
cc <Jeff.Quandt@dot.gov>, <Bill.Collins@dot.gov>
Subject Technical meeting of 8/28/2007

Chris,

Can you please confirm you have received this email and the four PDF attachments? Thanks.

Thank you for your time yesterday, and please thank Kevin also.

There were some questions and actions discussed at the meeting; I documented below what I understood them to be. Please advise if you have items I've missed, or if you have a different understanding.

1) Next meeting: Toyota was to provide ODI with a proposed date for the next meeting on this issue, per the discussion held between Dan Smith and Chris Tinto (which I understand was primarily focused on 1: notification to other vehicle owners who might be affected by the same/similar issue and 2: next actions, steps towards a solution). Toyota did not think next week was feasible because it did not allow enough time for preparation. ODI agrees that a delayed date would be acceptable if it will help Toyota come to the meeting prepared to discuss specific next steps and actions; it is ODIs understanding this is Toyota's intent for delaying the meeting. Can you also advise agenda items Toyota would like to discuss, who from Toyota will attend the meeting, and whether anyone from Japan or the Customer Quality Engineering group will be present?

2) VRTC Survey: Toyota asked about the instruction form that was sent with the VRTC survey. I have a copy of the letter now and will show it to Toyota at the next meeting. You asked if ODI/VRTC could share the full and actual results of the survey. That request is still being considered; I suggest we make this an agenda item for the upcoming meeting.

3) Illinois Crash Incident: Toyota asked for details/history of the mat installed in the crash incident vehicle (the one that resulted in an engine fire). I am currently preparing a memo to file on this incident and ODI's inspection of the vehicle conducted in July. The information you requested will be included in this memo which will be publicly available at our website under EA07010.

4) VRTC Testing: Toyota asked for additional details, beyond what we discussed, of the testing conducted at VRTC with a 2006 Toyota Avalon. ODI notes that the testing was considered preliminary and that the test vehicle used was the subject of another test program that resulted in its destruction; therefore it is unlikely the data will be released by

VRTC. VRTC has since obtained a subject vehicle and plans to do additional testing that will be considered official. I suggest we make this additional testing and Toyota's possible involvement in the testing an agenda item for the upcoming or another meeting.

5) Toyota engineering responsibility for accelerator pedal and floor mat designs: ODI requested that Toyota provide certain information regarding engineering/design responsibility and standard practices for the accelerator and floor mat. Specifically:
a) identify the engineering group(s) responsible for accelerator pedal and floor mat designs;
i) if different engineering groups have design responsibility for each, describe how the two groups interact together to ensure the combined design functions properly;
b) state what the design requirements are for the accelerator pedal relative to the floor mats including minimum clearances or other physical specifications;
c) state what conditions or requirements are placed on the pedal and mat designs regarding how the pedal and mat interact with each other;
d) state whether Toyota has a standard practice or engineering standard to test for accelerator pedal interference when the floor mat is unsecured and/or out of position;
e) identify who within Toyota ultimately has final engineering approval/sign-off on the combined design of the accelerator pedal and floor mat

6) Brake Assist for VIN 4T1BK36BX6U[redacted] ODI requested that Toyota advise if this vehicle is equipped with Brake Assist.

7) VOQs for Lexus IS: ODI agreed to provide copies of VOQs for Lexus IS products that may have experienced a problem with floor mat interference. I have attached the two VOQs. Bill Collins was able to speak with one of the complainants and inspect their vehicle (10171756). I am still trying to get in touch with the other complainant.

8) VINs for persons advising they didn't get the ES floor mat notification: ODI agreed to provide this detail. I am still working on this and will try to have further information for the upcoming meeting.

9) Article for Camry fatal accident: ODI agreed to provide a copy of the article we discussed – attached.

10) Article for CVPI throttle control software development: ODI agreed to provide a copy of the article we discussed – attached.

11) New item regarding investigation scope: ODI wants to advise Toyota that it is considering expanding the scope of EA07010 to include some of the other models and model years of vehicles that may be affected by a floor mat interference concern, such as those we discussed at the meeting. If this were to happen, ODI would issue a new resume reflecting the products added to the investigation, the reports and injuries associated with them, and the reason they have been added. ODI would also add these products to the ODI database making them searchable for web users. Additionally the new resume would probably contain some graphical information (photos or drawings) to better convey the concern under investigation and its possible consequence. ODI plans to advise Toyota further prior to taking this action and allowing for some advanced notice.

Feel free to contact me if you have questions or need to discuss anything.

Regards,
Scott

D. Scott Yon
U.S. Department of Transportation
National Highway Traffic Safety Administration
Office of Defects Investigation
W48-308
1200 New Jersey Ave, SE
Washington, DC
20590
Direct: 202-366-0139
Toll Free: 1-877-5 DOT DOT (536-8368) ext 60139
Fax: 202-366-1767

Form Approved: O.M.B. No. 2127-0008

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	Repository ☐
24-OCT-2006	Reference No. 10171756

OWNER INFORMATION (Type or Print)

Name	[redacted]	Daytime Telephone Number	E-mail Address
Address	[redacted]	[redacted]	[redacted]
City TOLEDO	State OH	Zip Code [redacted]	Evening Telephone Number [redacted]

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? ☒ *YES* ☐ *NO*
In the absence of an authorization, NHTSA WILL NOT provide your name or address to the vehicle manufacturer.

Signature of Owner _____ Date ___/___/___

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side	Make	Model	Model Year
JTHCK262265[redacted]	LEXUS	IS250	2006

Date Purchased	Dealer's Name and Telephone Number			Engine:	Fuel Type:
16-MAR-06	LEXUS OF TOLEDO 419-841-3500			No: Cylinders 6	Gas
Original Owner ☒	Dealer's City TOLEDO	State OH	Zip Code 43517		

Transmission Type			Vehicle Component Code
AUTOMATIC	☒ Antilock Brakes ☒ Cruise Control	Powertrain ALL WHEEL DRIVE	180000 VEHICLE SPEED CONTROL Multiple Failure: 1

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s)	Failure Mileage	Failure Speed
20-OCT-2006	5310	65

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: DOTMAL9ABC036)	☐ 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	Fire	Number of Persons Injured	Number of Deaths	Reported to Police
☐ Yes ☒ No	☐ Yes ☒ No			Y

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).

WIFE WAS DRIVING ON THE INTERSTATE WITH THE CRUISE ON DOING ABOUT 65 MPH, AND SHE DECIDED TO PASS A TRUCK. SHE ACCELLERATED SLIGHTLY, AND THE CAR SUDDENLY "FLOORED" TO OVER 90 MPH AND THE RPM'S WENT ALL THE WAY UP. SHE TRUNED OFF THE CRUISE, BUT IT WOULDN'T SLOW DOWN. SHE TRIED TO BRAKE, BUT THE ENGINE WAS STILL REVING AT THE HIGHEST SPEED. SHE FORCED HERSELF OFF INTO THE GRASSY MEDIAN AND SAT ON THE BRAKE UNTIL SHE COULD JAM THE TRANSMISSION INTO PARK AND TURN OFF THE ENGINE. VEH TOWED TO LEXUS DEALER. TECH COULDN'T FIGURE OUT WHAT WAS CAUSING THIS, BUT AFTER TALKING TO LEXUS HEADQUARTERS, THEY FOUND THAT THE RUBBER CAR MAT AND THE BACK OF THE ACCELLERATOR SOMEHOW CONNECTED AND FORCED THE CAR TO BE "FLOORED". YOU COULD NOT TELL BY LOOKING AT THE MAT THAT IT WAS CONNECTED TO THE ACCELLERATOR. MY WIFE WOULD OF DIED IF THERE HAD BEEN ANOTHER VEHICLE CLOSE TO HER. NO ACCIDENT OR INJURY. I HAVE NO COMPLAINT WITH THE DEALER. THEY DID EVERYTHING THEY COULD TO HELP. *NM

Include, if available: Police/Fire Department Report, Photos, and Repair Invoice. ATTACH ADDITIONAL SHEETS IF NECESSARY

Form Approved: O.M.B. No. 2127-0008

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	Repository ☐
04-OCT-2006	Reference No. 10169969

OWNER INFORMATION (Type or Print)

Name		Daytime Telephone Number	E-mail Address
Address			
City AGANA	State GU	Zip Code	Evening Telephone Number

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? ☒ *YES* ☐ *NO*
In the absence of an authorization, NHTSA WILL NOT provide your name or address to the vehicle manufacturer.

Signature of Owner _____ Date ___/___/___

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side	Make	Model	Model Year
JTHBK262462	LEXUS	IS250	2006

Date Purchased	Dealer's Name and Telephone Number		Engine:	Fuel Type:
	AKINS KROLL 671-6461886		No: Cylinders 6	Gas
Original Owner ☐	Dealer's City AGANA	State GU / Zip Code 96911		

Transmission Type		Powertrain	Vehicle Component Code
	☐ Antilock Brakes ☒ Cruise Control	FRONT WHEEL DRIVE	181000 VEHICLE SPEED CONTROL:ACCELERATOR PEDAL Multiple Failure: 1

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s)	Failure Mileage	Failure Speed
25-SEP-2006	4800	5

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: DOTMAL9ABC036)	☐ 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	Fire	Number of Persons Injured	Number of Deaths	Reported to Police
☒ Yes ☐ No	☐ Yes ☒ No			Y

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).

ACCELERATOR PEDAL STUCK DOWN GOING AT A SPEED OF LESS THAN 5 MILES AN HOUR WHILE TURNING OUT OF A PARKING LOT. FOOT BRAKE AND EMERGENCY BRAKE WERE APPLIED BUT THE CAR WOULD NOT STOP☐
WHICH RESULTED IN AN ACCIDENT. WHEN MY CAR HIT THE OTHER CAR, THE ACCELERATOR POPPED BACK UP. *JB

Include, if available: Police/Fire Department Report, Photos, and Repair Invoice. ATTACH ADDITIONAL SHEETS IF NECESSARY

2007 Bus Routes

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Published: August 27, 2007 12:00 am

Ford testing software to control police cruisers

By Paul Leighton , Staff writer
Salem News

View as a multiple pages

BEVERLY - The Ford Motor Co. is testing computer software for its police cruisers to prevent the kind of sudden acceleration incidents reported last year by Beverly police.

The software would make it more difficult for the car to speed up if the driver accidentally steps on the gas and brakes at the same time, the company says.

"You would have to be much more purposeful in stepping on the accelerator," Ford spokesman Daniel Jarvis said. "It would make that phenomenon less likely to happen."

Last year nine Beverly police officers and the head of the motor pool reported at least 13 incidents of sudden acceleration with the department's three new Ford Crown Victoria Police Interceptors, known as CVPIs.

One of those cruisers was involved in an accident that killed a woman last January. Patrolman Stuart Merry has been charged with negligent vehicular homicide in that crash.

All three cruisers in question are now off the road. The city replaced them earlier this year with three new Dodge Chargers at a cost of about $80,000.

Jarvis said a "very, very tiny fraction" of police departments across the country have reported instances of their cruisers accidentally accelerating. He said he did not know the exact number.

In every case that Ford has examined, Jarvis said, the computerized report from the "event data recorder" in the

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vehicles has shown that the driver was stepping on the gas pedal and brake pedal at the same time, either with one foot or two feet.

The new software that Ford is testing would prevent the car from speeding up in such cases unless the driver stepped very hard on the gas pedal, Jarvis said.

Jarvis said the company is only testing the software and hasn't decided whether it will go through with its development. Even if it did, he said, Ford would install the software on police cruisers only if police departments request it.

Jarvis said some police departments want to preserve the ability to step on the gas and brake at the same time in certain situations, such as trying to force another vehicle to spin out during a pursuit, or trying to get out of a snow bank.

"It still lets officers use two-footed maneuvers when they have to," he said.

The new software would be used only in CVPI models from 2005 and beyond, because the throttle in those newer models is controlled by a sensor. Instead of a cable connecting the gas pedal to the throttle, a computer sends a signal to open the throttle when the driver steps on the accelerator.

The new software would force the driver to step harder on the gas pedal to override the brake.

"It wouldn't be a drastic change," Jarvis said.

Merry's lawyer has blamed mechanical problems in the cruiser for the crash that killed a Beverly woman last January. The case has not yet gone to court.

Merry's cruiser was totaled in the fatal accident. The other two cruisers involved with sudden acceleration reports are sitting unused at the city garage, said Bradford Koch, foreman of the city's motor pool.

"They're collecting dust," Koch said. "We're afraid to use them."

Staff writer Paul Leighton can be reached at (978) 338-2675 or by e-mail at pleighton@ecnnews.com.

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- Town Crossings

Mechanical failure blamed in fatal car crash

FAMILY SAYS MAN ACCUSED IN WRECK UNABLE TO STOP

By Leslie Griffy
Mercury News
Article Launched: 08/08/2007 01:33:09 AM PDT

The family of the man accused of causing a fiery crash on Interstate 280 last month says mechanical problems with the car caused him to drive at speeds over 100 mph, eventually causing a crash that killed a San Jose man.

California Highway Patrol investigators will examine the car next week, officer Todd Thibodeau said. Officials intend to ask the Santa Clara County District Attorney's office to charge 68-year-old Guadalupe Gomez with vehicle manslaughter with gross negligence, Thibodeau said.

Gomez, the CHP charges, drove at speeds of more than 100 mph in rush-hour traffic on the morning of July 26. His Camry rear-ended one car, sending it into the median and injuring its driver, before it smashed into a Honda Accord driven by a 39-year-old father of five.

The Honda spun around near where the interstate crosses Race Street in San Jose. It burst into flames, killing Troy Edwin Johnson.

Witnesses reported seeing Gomez speeding southbound on the highway and using both shoulders to pass other cars for at least eight miles, Thibodeau said.

Gomez's brother, Ramon Gomez, said the behavior described in media reports of the crash sound nothing like his brother.

"He's never been a bad person. He's never been a bad driver," Ramon Gomez said.

His brother, who goes by Lupe, is at home recovering from a broken arm he suffered in the crash. "He said he got on the freeway and that thing just started accelerating," Ramon Gomez as he recalled a conversation with his brother. "He tried to brake. He threw it into neutral. He said if he didn't dodge and weave those other cars he would have crashed much earlier on. He told me he looked at the speedometer and it was going over 130 miles an hour."

Some witnesses to the crash reported that they thought they had seen smoking coming from the car, the brake lights flashing and the emergency lights on. Others said they didn't remember seeing those distress signs from the car as it whizzed along the highway.

Johnson's family is still reeling from the crash. Because of the fire, his body could not be identified without DNA. The process has delayed his body's release, the mother of three of his daughters, Melody Johnson, said.

Contact Leslie Griffy at lgriffy@mercurynews.com or (408) 920-5945..

From:	<Scott.Yon@dot.gov>. Sent:9/4/2007 7:41 AM.
To: [-]	<boyle@DBMSLAW.COM>;<TScherschel@salawus.com>.
Cc: [-]	<Bill.Collins@dot.gov>;<CSantucci@tma.toyota.com>.
Bcc: [-]	.
Subject:	RE: [redacted] Vehicle Inspection (VOQ 10189655).

Mark, Tom,

Attached is the memo to file regarding the interview and vehicle inspection. This document is in the process of being posted to the NHTSA public website under defect investigation EA07010 and VOQ 10189655 therefore you are free to share it. Please advise any further questions.

Regards,

Scott

202-366-0139

From: Yon, Scott <NHTSA>
Sent: Tuesday, July 31, 2007 8:28 AM
To: 'Mark Boyle'; TScherschel@salawus.com
Cc: Collins, Bill <NHTSA>
Subject: RE: [redacted] Vehicle Inspection (VOQ 10189655)

Mark, Tom

Bad weather kept us on the runway for a couple of hours at O'Hare, but I never go through Chicagoexpecting anything less than.

I will be doing a memo regarding the [redacted] vehicle inspection. It will be posted to our web site and publicly available by searching for Defect Investigation PE07016 at:

http://www-odi.nhtsa.dot.gov

Once the summary page for the investigation appears there is a gray button at the bottom labeled 'Document

Search' that will take you to links to related documents. That's where the memo will appear once completed. It will probably take 3 or 4 weeks to complete, but there is already a 5/3/2007 memo posted from an earlier inspection; this is what the memo will look like and contain, if you want to look.

Thanks for your help and cooperation with the vehicle inspection.

Scott

From: Mark Boyle [mailto:boyle@DBMSLAW.COM]
Sent: Friday, July 27, 2007 1:00 PM
To: Yon, Scott <NHTSA>
Subject: [redacted] Vehicle Inspection (VOQ 10189655)

Scott:

It was a pleasure meeting you and Bill at the vehicle inspection on Wednesday. I hope your return trip was uneventful.

Just a note to follow up on the possiblility of receiving copies of the memo and select photos relating to your inspection of the [redacted] 2007 Lexus ES 350 (VIN JTHBJ46G072[redacted]). I'm happy to pay any related costs. Also, if the Agency requires a more formal request, I can forward a letter or FOIA request as well. Just let me know. I appreciate any help. I can also pass on any information or material to Tom Scherschel. Thanks. Mark Boyle

Memorandum

U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

Subject: Consumer Interview and Vehicle Inspection Date: 8/30/2007
Vehicle Owner Questionnaire (VOQ) ODI 10189655

From: D. Scott Yon
Investigator and Interviewer, NHTSA ODI

To: Files ODI 10189655 and EA07-010

Present for Inspection: Thomas Scherschel, attorney representing subject vehicle insurer;
Mark Boyle, attorney (outside) representing Toyota;
Bill Collins, NHTSA, VRTC;
Scott Yon; NHTSA, ODI

ODI conducted a telephone interview with the owners (wife and husband) of the subject vehicle on May 7th and 8th, 2007. The primary driver was a 70 year old female, 5' 5" tall, and considering herself in good physical condition. According to her statements, on April 4th, 2007 she was driving northbound on Edens Expressway[1] in the Mundelein, IL area at about 60 MPH and noted that the vehicle speed was increasing for an unknown reason. She applied the brakes repeatedly but was unable to get the vehicle to go any slower than about 60 MPH. In a panicked state, she stated she did not attempt to turn off the engine[2] or to shift the vehicle into another gear. Unable to slow or stop the vehicle for some distance, she recalled having to steer around slower moving traffic on the expressway to avoid a collision.

She decided to exit the expressway at Dundee Road heading west. Noting her excessive vehicle speed, she was surprised she negotiated the clover-loop style exit ramp successfully[3]. Shortly after entering Dundee Road she came to the intersection with Skokie Boulevard which is controlled by a traffic light. A pick-up truck was stopped at the traffic light behind another vehicle. She was unable to maneuver past the truck and crashed into the back of it pushing it into the vehicle in front of it. She estimates her speed at impact was 60 MPH and noted that the airbags did deploy; a vehicle fire ensued shortly after the collision.

She was able to self-extricate and was not transported for medical treatment however she did see a doctor shortly afterwards. She suffered bruising and soreness but no bone fractures; she reported no ongoing treatment. She estimates the distance from where she first noted a loss of control to the point of collision at about 2.5 to 3 miles. She was aware the vehicle was equipped with an all weather rubber floor mat on the driver side floor but had no knowledge of its state of installation, advising that she would have her husband contact ODI to discuss this.

[1] According to her statements, she entered the expressway at the Old Orchard Road interchange.
[2] She stated she was fearful of the affect pressing the engine button would have on the vehicle while it was moving.
[3] The subject vehicle is equipped with a vehicle stability control system that may have intervened.

On May 8th 2007 the husband of the driver contacted ODI to discuss the incident. In an understandably agitated state he forcefully explained his full awareness that the driver all weather floor mat could not be installed on top of the carpet mat stating that he knew the retaining hooks were not long enough to engage both mats. He advised that the dealership had also explained this to him when he purchased the vehicle and that he was very attentive to matters like this on all his vehicles. He was confident that the all weather mat in his wife's vehicle was properly secured at the time of the incident, and that even if it wasn't, he did not believe there was any possible way the mat could be the cause of what his wife experienced. He advised he was aware of several similar VOQ reports on the NHTSA database and that he was concerned there was another problem with the vehicle which caused the incident, noting that his wife was currently driving another MY 2007 ES and that he did not want this to happen again.

Photographs showing how an unsecured floor mat can trap the accelerator pedal were emailed to the husband with a request for him to review them and call back; he called back shortly (in a calmer state) acknowledging that he now understood the concern and potential consequence. He advised he was unaware the floor mat could trap the accelerator in this manner and that he was concerned his dealer had not warned him of this. ODI advised that an insurance investigator had reported that the driver side all weather mat was found unsecured in a post crash inspection of his wife's car. The husband could not explain this and asked if perhaps the retaining hooks had failed during the collision. He advised that the vehicle had been cleaned and washed recently but that he did not think either location that performed the service would have disturbed the floor mat. We agreed that a vehicle inspection was required to collect more information and he granted ODI's request to inspect the vehicle.

The vehicle inspection was conducted on 7/25/2007 at a Copart facility located in Elgin, IL and was attended by the persons listed above. The attorney for the insurance company coordinated the manufacturer's involvement and attendance; he also filed court documents to advise interested parties of the inspection[4]. The inspection consisted of a physical examination of the vehicle interior, exterior, engine compartment, LHF/LHR brake components, and the underside of the vehicle. No electronic interrogation of any vehicle system was performed. With the exception of the components removed for brake inspection, the driver side floor mat, and materials adrift from collision damaged, no other components were removed or disturbed. Disturbed components were placed back in their original position, or as close as possible. NHTSA did not take possession of any vehicle components or other materials. Copies of pertinent photographs taken during the vehicle inspection are included with this report.

The VIN was recorded as JTHBJ46G072[redacted], the date of manufacture as 05/06, and the point of manufacture as Japan (photo 1). The vehicle has been located at the current facility for an unknown length of time; it is fully disabled, has significant collision damage to the front end, and has suffered an engine compartment fire; the fire breached the windshield. The insurance agent who filed the VOQ report advised that the vehicle is a total loss.

With the exception of the damage related to the collision, fire, and the subsequent storage and protection, the vehicle's condition is consistent with the estimated vehicle mileage indicated on the VOQ. The fire origination appears to be in the engine compartment; causation was not evident however portions of the fuel system were damaged. The fire consumed most of the

[4] ODI provided an inspection protocol for this purpose.

engine compartment combustibles and damaged the windshield, driver glass, and other interior and exterior components. See photos 2 to 5.

Discoloration, rust and surface damage to the brake rotors is visible through all four wheel apertures. The LHF and LHR brake calipers were removed and the brake components inspected. The components displayed significant damage due to overheating. The damage is consistent with the driver's statement that she was attempting to stop the vehicle while it was moving at high speed for a significant distance. See photos 6 to 10.

The vehicle interior condition is consistent with the estimated vehicle mileage. All weather mats are installed at all four seating positions. The driver side all weather mat was found to be installed by itself; it was not on top of another floor mat. The installed mat was found to be unsecured by the retention hooks; the mat did not interfere with the accelerator pedal in the position it was originally inspected. The mat was removed from the vehicle. The two retention hooks were found engaged in the flooring material after the mat was removed[5]. The hooks were intact and did not appear to be damaged from the collision. See photos 11 to 16.

[5] ODI notes that the RHF all weather floor mat was also found unsecured and that one of the retention hooks was engaged in the rubber mat but was not engaged in the flooring material.

Photographic Log:

Photo 1: Certification label, driver side door jam (redacted)

Photo 2: Front oblique view of vehicle showing collision and fire damage

Photo 3: Rear oblique view of vehicle.

Photo 4: Front view, hood open, fire damage in engine compartment (redacted)

Photo 5: Fire damage to front windshield and dash panel

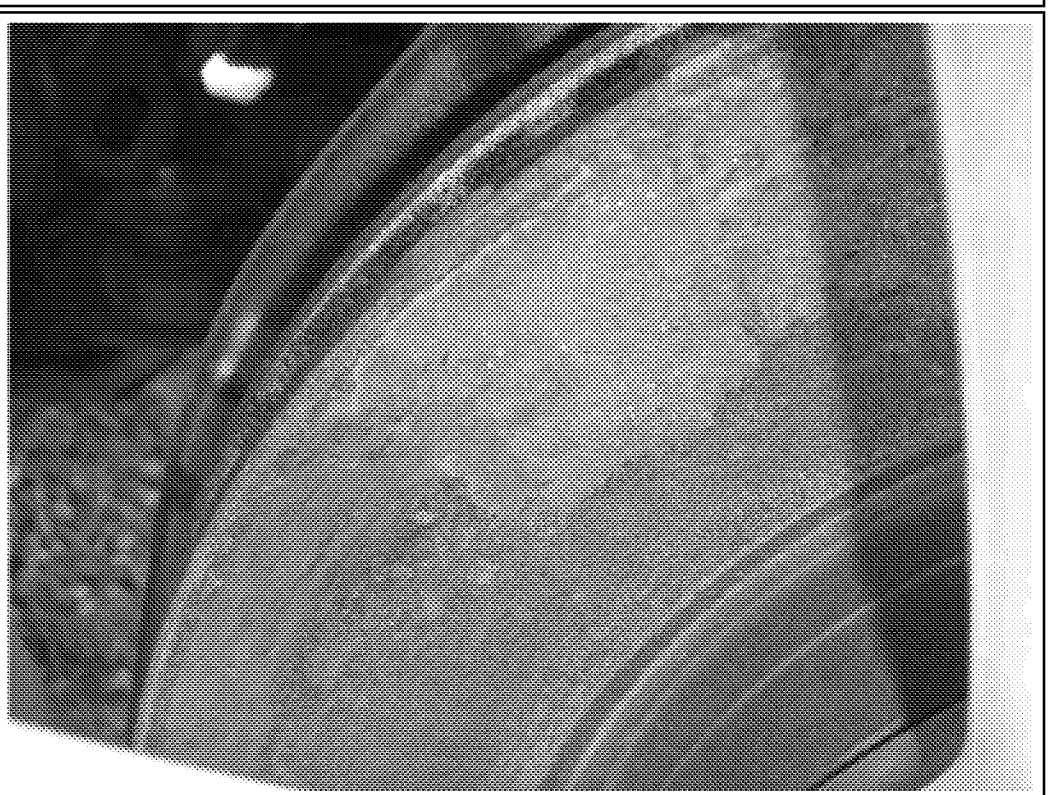

Photo 6: RHF rotor surface as viewed through the wheel aperture

Photo 7: LHF brake assembly, wheel removed

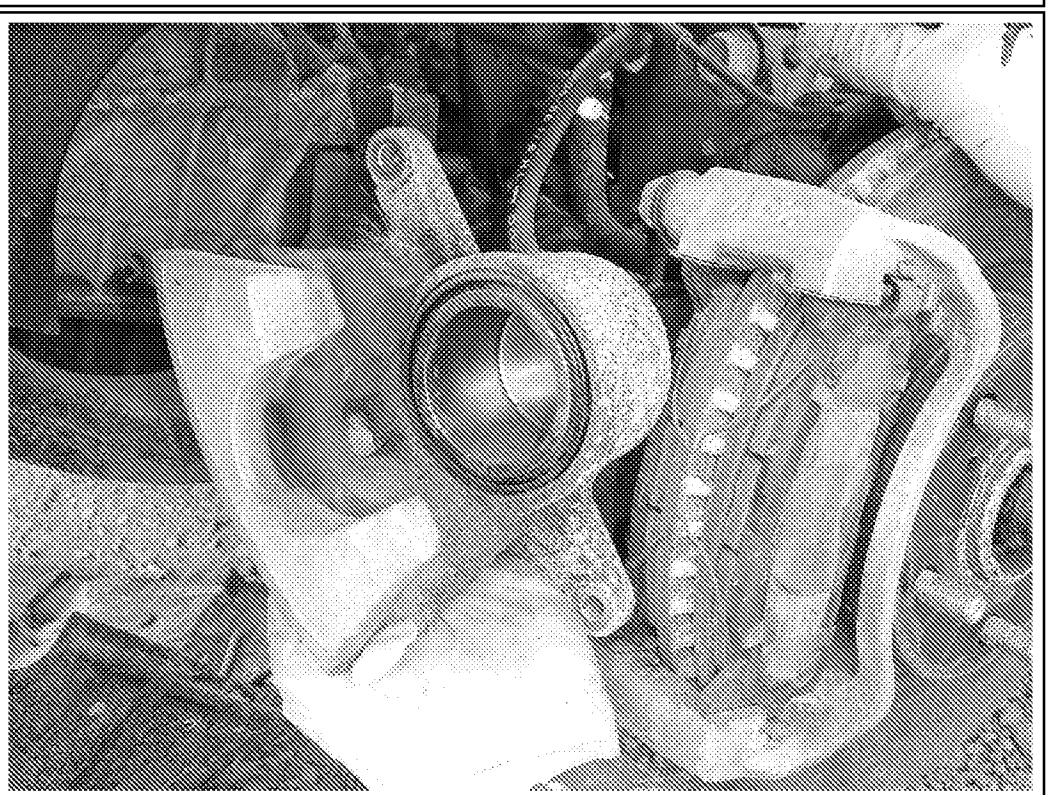

Photo 8: LHF brake hardware, caliper removed

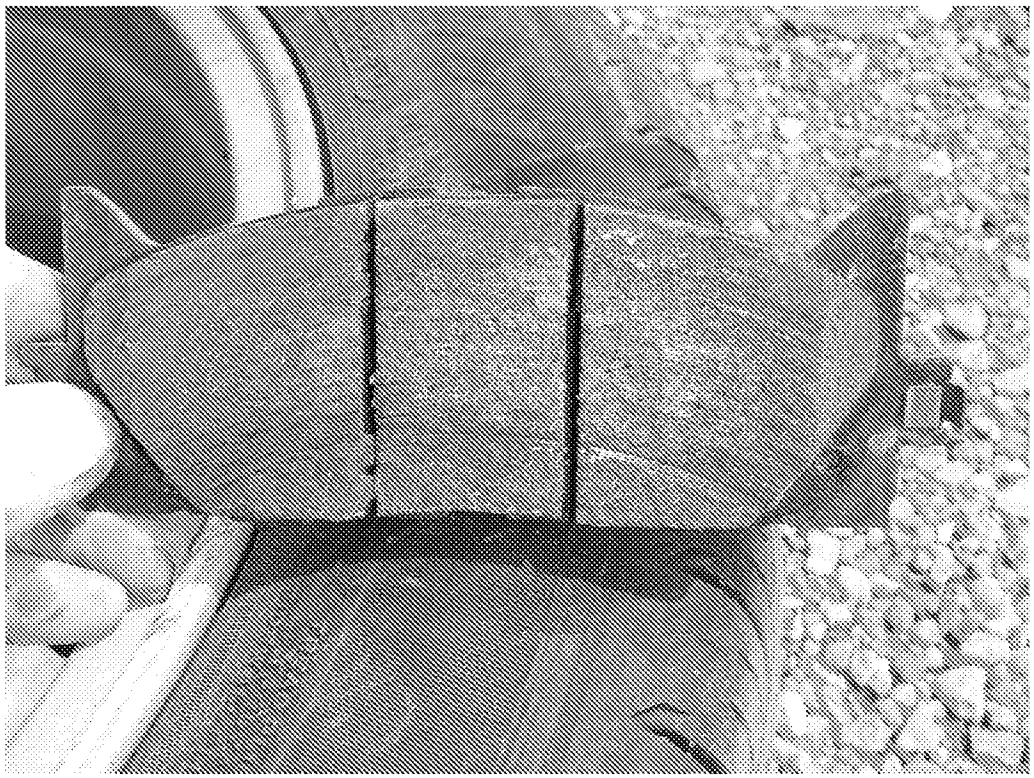

Photo 9: LHF disc brake pad, friction surface/rotor side

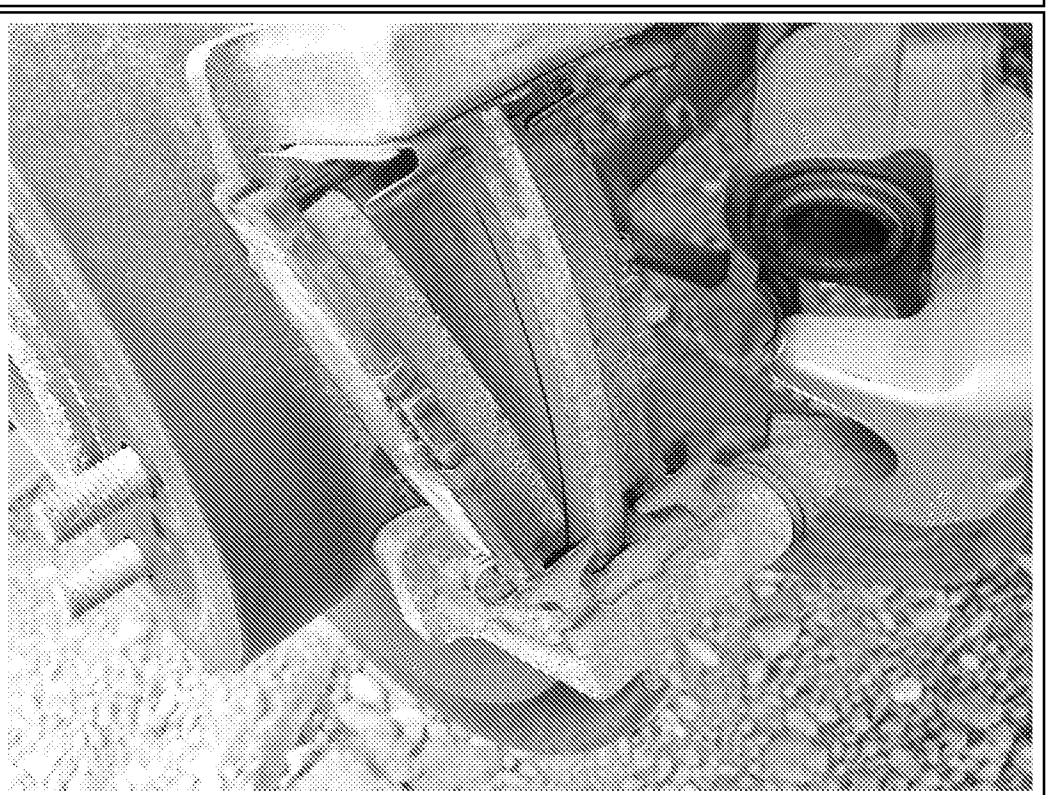

Photo 10: LHR disc brake hardware, caliper removed

Photo 11: Driver side floor board as inspected, all weather mat installed

Photo 12: Drivers outboard mat retention hole without retaining hook engaged

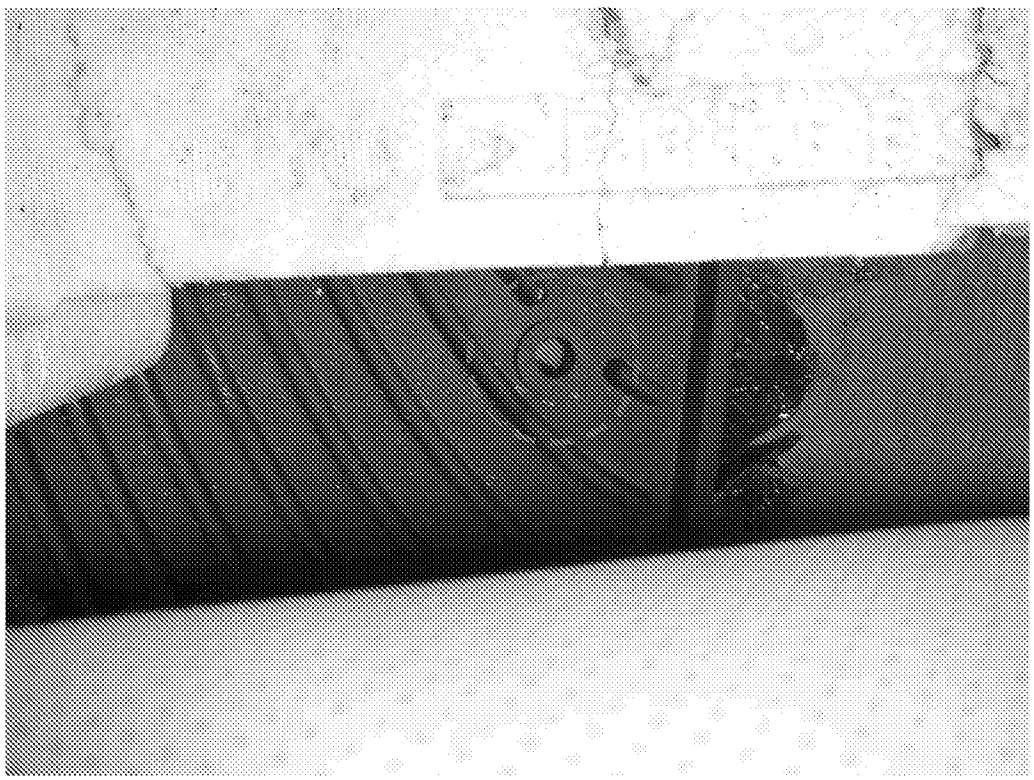

Photo 13: Driver inboard mat retention hole without retaining hook engaged

Photo 14: Driver outboard hook engaged in flooring, carpet mat not installed

Photo 15: Driver all weather mat removed from vehicle

Photo 16: Driver inboard mat retention hook engaged in floor material

WSMV.com

Feds To Inspect Pickup Trucks After I-Team Investigation

Drivers Say Vehicle Has Unexplained Acceleration Problems

Reported by Jeremy Finley

POSTED: 4:14 pm CDT October 8, 2007
UPDATED: 6:15 pm CDT October 8, 2007

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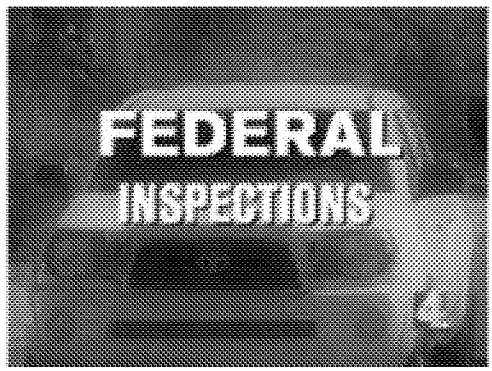

NASHVILLE, Tenn. -- A nationwide investigation by the Channel 4 I-team found complaints about the 2007 Toyota Tacoma that included mysterious acceleration even when drivers said they hit the brakes.

Channel 4 found a growing number of drivers who have had problems with the vehicle, which has prompted the National Highway Traffic Safety Administration to start conducting tests on the model.

The former director of NHTSA told Channel 4 that the I-team has uncovered what may be "a safety defect of significant proportions."

It's not easy for Frank Visconi to see what's left of his 2007 Toyota Tacoma.

On June 8, Visconi hit the brakes on his truck while traveling on Interstate 24 near Briley Parkway, but the vehicle never slowed down.

"It just took off even faster," said Visconi.

The next thing he knew, he was rolling and crashing into the embankment.

"What was going through my mind, was, 'I'm dying today. I'm going to die,'" said Visconi.

That's what he was thinking at the time, but something was going through his head months earlier when he first got the vehicle.

"I told my insurance guy, 'I just want you to know, if I end up in a rear-end accident or something like that in the near future, there's a problem with my vehicle,'" said Visconi.

Visconi's insurance agent documented the conversation in a note that said there were problems with unexplained accelerations in the vehicle. That is when the Channel 4 I-team found complaints about the 2007 Toyota Tacomas from all over the U.S.

Visconi wasn't aware that in the Boston area there was another driver who also said her 2007 Toyota Tacoma took her for the ride of her life.

"Did you feel like your life was in danger?" asked reporter Jeremy Finley.

"Absolutely, it's the scariest thing that's ever happened to me," said Tacoma driver Alex Pratt.

Pratt said earlier this year that while driving on the interstate, without the cruise control on, her brand new Tacoma suddenly took off as if it had a mind of its own.

"It was just trying to go 120 mph. I was pressing on the brakes as hard as I could, and it was just going forward out of control," said Pratt.

There is also a similar case of this happening to a 2007 Tacoma driver in San Diego.

"The engine just revved up and took off, and I thought I was going to die. I was going to crash," said Tacoma driver Paul Rohal.

There is also a driver in Sacramento, Calif., with a similar story.

"I don't think they should turn out vehicles like this, and let the public buy them," said Tacoma driver Victor Downin.

Twenty complaints have been filed so far this year to the National Highway Traffic Safety Administration.

Joan Claybrook used to head the agency and reviewed the complaints uncovered by the I-team.

"I think what you've encountered here is a safety defect of significant proportions," said Claybrook.

Clarence Ditlow heads the center for Auto Safety in Washington.

"I suspect it's the tip of the iceberg," said Ditlow.

After months of questions from the Channel 4 I-team, NHTSA confirmed it will begin testing the Toyota Tacoma's acceleration system.

A Toyota spokesman said he wasn't aware of any of the complaints, and they are currently not looking into these problems that customers said they are having with the vehicle.

However, they said they would investigate if the NHTSA asked them to.

"Once NHTSA notifies us of a preliminary investigation, we will submit all in house data. It's an open book," said Toyota spokesman, Bill Kwong.

Toyota points out that in various acceleration complaints over the years, and involving several different cars, NHTSA has blamed driver error.

But even Toyota found a problem unrelated to driver error in other models. During the course of this Channel 4 investigation, Toyota announced an equipment recall for "all weather floor mats" in the 2007 and 2008 Camry and Lexus 350 automobiles. Toyota said that those floor mats could come loose and slip onto the gas pedal.

But what about the Tacomas like the ones owned by Visconi, Rohal, Downin and Pratt?

A NHTSA investigator sent Pratt an e-mail that suggested the floor mats in her Tacoma caused her frightening drive home.

"Is it possible that the gas pedal got stuck on the floor mat?" asked Finley.

"Absolutely not. I don't understand how that theory makes any sense," said Pratt.

Drivers point out that the 2007 Tacomas don't even have the recalled all-weather floor mats.

"There's a problem with this vehicle," said Visconi.

Visconi wanted the company to pay him back the $31,000 he spent on the truck, but Toyota declined.

"Thirty-thousand dollars to Toyota is like a gnat on the elephant's rear end. I said, 'You can't afford to leave this car on the street. Someone's going to get hurt,'" said Visconi.

The 2007 Toyota Tacoma earned top quality ratings from J.D. Power in 2007 and sold 178,000 models last year.

There are currently only 20 filed complaints, but NHTSA said they know that many drivers won't file complaints and will just get rid of the truck.

There are many theories as to what is causing the unintended acceleration. Some critics blame cruise control problems but every driver in Channel 4's story insisted that they were not using cruise control at the time of the incident.

Related Link:

- Complaints Regarding Toyota Tacomas (pdf)

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I-Team: Drivers Report Additional Problems With Toyota Tacoma

Drivers Say Truck Will 'Lurch' Forward While Stopped

Reported by Jeremy Finley

POSTED: 4:39 pm CDT October 9, 2007
UPDATED: 7:24 pm CDT October 9, 2007

Related To Story

- **Video:** I-Team: Drivers Report Additional Problems With Toyota Tacoma

NASHVILLE, Tenn. -- Reporter Jeremy Finley has uncovered a new concern regarding a Channel 4 I-Team investigation that prompted federal inspections of pickup trucks.

Video: I-Team: Drivers Report Additional Problems With Toyota Tacoma

Channel 4 News this week already showed how people from all over the country described their scary experiences while driving their 2007 Toyota Tacomas.

The I-team discovered drivers across the country claimed that this model of truck accelerates on its own, without warning, on the interstate, which sometimes led to smashed trucks and disturbed drivers.

Channel 4 is now looking into what drivers called a "lurching" problem that is blamed for accidents across the country.

After months of questions from the Channel 4 I-team, the National Highway Traffic Safety Administration recently announced it would start inspecting the Tacoma.

The I-team has now found something else that might interest the NHTSA.

"(It) scared the heck out of me because I thought it would hit something," said Toyota Tacoma driver from Phoenix, Bill Holmes.

The I-team found Tacoma drivers like Holmes who said when they brake, like at a stop sign, the truck will "lurch" forward a few feet.

"The first time it happened to me, I felt like someone rear ended me. That's how hard it pulled forward," said Holmes.

Frank Visconi of Dover, Tenn., experienced the sudden "lurching" when he stepped on his brake outside of a gas station.

"I was pushing so hard on the brake that I had to stretch out to get it to stop. I had to turn out to the street," said Visconi.

About 20 complaints were sent to the NHTSA this year about the 2007 Tacomas.

One Tacoma driver said that when she was in a school parking lot, with the brake firmly pressed, the engine began racing and she hit the car in front of her.

Another driver said that while at a full stop, his Tacoma accelerated by itself and pushed him into oncoming traffic.

Drivers tell the I-team they worry what could have happened if someone walked in front of their Tacomas when the surge occurred.

"What Toyota needs to do is launch a full scale investigation," said Clarence Ditlow of the Center for Auto Safety.

Safety advocates believe the I-team has found a symptom of a bigger problem.

"As the former director of NHTSA, how much of a concern is this for you to see this happening with the Tacoma?" asked Finley.

"This is a serious problem. These are heavy vehicles, and they can cause great damage," said former NHTSA director, Joan Claybrook.

Claybrook and some auto industry critics believe electronic glitches in cruise and engine control spark cars to take off unintentionally. They call it sudden acceleration.

Ditlow co-authored a 2003 book on the subject and believes the auto industry hasn't done enough to head off the problem.

"Unfortunately, they're not doing enough fault detection as they develop these new systems," said Ditlow.

But is sudden acceleration causing the complaints with the Tacomas?

Toyota points that NHTSA investigators have often blamed drivers for acceleration problems in the past, saying they either hit the wrong pedal or didn't understand how their new vehicle worked.

Even those who teach automotive technology, like Nashville's Claude Whitaker, describe sudden acceleration as an unproven theory.

"Removing your foot from the brake at expressway speed and the vehicle takes off on its own? I'd have to see it to believe it. I would have to reproduce it. Not saying its not there, but as a service technician, to property fix it, and fix it right the first time, I would have to experience it," said Whitaker.

Those who have experienced it said it's such a problem that lives are at stake. Some people are already calling for a recall.

"This is a company that to retain its reputation, which is good, is to have a recall (and) immediately to correct the problem," said Claybrook.

A spokesman for Toyota said they are not aware of the complaints, but will turn over all their in-house data if NHTSA asks them to.

As part of the NHTA inspections, they have actually purchased a 2007 Tacoma and are specifically checking its acceleration system to see if it works. They said they will run it through dozens of tests and see what they find out.

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- Complaints Regarding Toyota Tacomas (pdf)

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From:	Satoshi SHIMIZU/清水　聡 <sshimizu@mail.tec.toyota.co.jp>. Sent: 10/16/2007 8:22 PM.
To: [-]	KRo@tma.toyota.com.
Cc: [-]	AKanatani@tma.toyota.com; "山田 明良" <akiyoshi@yamada.tec.toyota.co.jp>; chris_tinto@tma.toyota.com; Hirohito Nishikata <hiro@nishikata.tec.toyota.co.jp>; HKato@tma.toyota.com; " ＦＫ 門崎室長" <monz@ki.tec.toyota.co.jp>; Ritsuko Mine <ritsuko@pori.tec.toyota.co.jp>; "ＦＫ酒井GMさん" <sakai@akira.tec.toyota.co.jp>; " ＧＡ 上野ＧＭ" <ushio@ueno.tec.toyota.co.jp>.
Bcc: [-]	.
Subject:	Re: ECU for NHTSA.

Dear Kevin-san,

Additional information regarding the differences while BA operating.

When in operation, the driver could feel below
- higher deceleration
- solenoid operation noise
- brake pedal pulsation, especially when brake is gradually released.

Judging from the comments from NHTSA, I can guess BA didn't activate when they tested.
So I sent the previous e-mail from this reason.

Kind regards,
Shimizu

KRo@tma.toyota.com wrote:
Shimizu-san,

NHTSA sent the below email to me. It seems they have not seen a difference between with and without BA and they want to know if there is a way to confirm how to check that BA is disabled and enabled. Can you please provide a method that NHTSA can use to confirm?

Best Regards.
-Kevin

Hi Kevin,

The modified ECU has been installed, and we've performed some preliminary characterization tests with the 4Runner. Thus far, most of our tests have been >performed with brake assist enabled. For the BA enabled tests, the downhill decent button has been in the off position (i.e.,notpushed in; this is how we were >told to toggle BA on/off).

Unfortunately, tests performed withBA disabled produce nearly identical data as those performed with BA enabled. Given identical brake inputs (performed >with our brake controller),inputs we believe are capable of evoking BA intervention,longitudinal acceleration and each of the four brake line pressures are nearly >identical.

Is there any way to confirm, with 100% certainty, whetherbrake assist is enabled or disabled? For example, are there any tests we can perform, CAN >messages to monitor, lights to watch, etc.? Any assistance you can provide would be greatly appreciated.

Best regards,

Garrick

****

Kevin S. Ro
Manager, Technical & Regulatory Affairs--Safety

Toyota Motor North America, Inc.
601 Thirteenth Street, N.W. Suite 910 South
Washington, D.C. 20005
phone: (202) 463-6831 fax: (202) 463-8513
email: Kevin_Ro@tma.toyota.com

Satoshi SHIMIZU/清水　聡 <sshimizu@mail.tec.toyota.co.jp>

09/17/2007 08:23 PM To KRo@tma.toyota.com
cc AKanatani@tma.toyota.com, "山田 明良" <akiyoshi@yamada.tec.toyota.co.jp>, chris_tinto@tma.toyota.com, Hirohito Nishikata <hiro@nishikata.tec.toyota.co.jp>, HKato@tma.toyota.com, " ＦＫ 門崎室長" <monz@ki.tec.toyota.co.jp>, Ritsuko Mine <ritsuko@pori.tec.toyota.co.jp>, "ＦＫ酒井GMさん" <sakai@akira.tec.toyota.co.jp>, " ＧＡ 上野ＧＭ" <ushio@ueno.tec.toyota.co.jp>
Subject Re: ECU has arrived at TMC

Dear Kevin-san,

Thank you for reply.
I will let you know the expected arrival date when shipping is arranged, and I will also give you how to install the ECU and initialize it.

Kind regards,
Shimizu

KRo@tma.toyota.com wrote:

Shimizu-san,

Thank you for your email and arranging for shipping to the U.S. After you send the ECU to my office, please also send the instructions to me via email.

Regarding how much time NHTSA needs, one year should be enough time.

Thanks.

****

Kevin S. Ro
Manager, Technical & Regulatory Affairs--Safety
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601 Thirteenth Street, N.W. Suite 910 South
Washington, D.C. 20005
phone: (202) 463-6831 fax: (202) 463-8513
email: Kevin_Ro@tma.toyota.com

Satoshi SHIMIZU/清水　聡 <sshimizu@mail.tec.toyota.co.jp>

09/17/2007 04:18 AM To KRo@tma.toyota.com
cc AKanatani@tma.toyota.com, "山田 明良" <akiyoshi@yamada.tec.toyota.co.jp>, chris_tinto@tma.toyota.com, Hirohito Nishikata <hiro@nishikata.tec.toyota.co.jp>, HKato@tma.toyota.com, " ＦＫ 門崎室長" <monz@ki.tec.toyota.co.jp>, Ritsuko Mine <ritsuko@pori.tec.toyota.co.jp>, "ＦＫ酒井GMさん"

<sakai@akira.tec.toyota.co.jp>, " ＧＡ 上野ＧＭ" <ushio@ueno.tec.toyota.co.jp>
Subject Re: ECU has arrived at TMC

Dear Kevin-san,

First of all, I could finally find the way for ECU shipping with
reasonable time.
So you don't have to take the ECU with you. Very sorry for making you
confused.
Currently the ECU will arrive at TMA office on 1st of October.

By the way, this ECU needs to be back to TMC after the test at NHTSA.
Because this is prototype and we need to avoid that it goes into market.

Therefore I would like to know when it comes back from NHTSA.
One year is enough for them to carry out the test?

I will put the expected return timing (ex. Jan/2009) on the application
sheet for shipping after I get the idea of the test period.

Thank you very much for cooperation.

Kind regards,
Shimizu
--
****
Satoshi SHIMIZU
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Chassis System Development Div.
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October 22, 2007

The Honorable Marsha Blackburn
Member of Congress
509 Cannon House Office Building
Washington, D.C. 20525

Dear Representative Blackburn:

I am writing in response to your letter of October 22, 2007, regarding the Accelerator Control System in certain 2007 model year Toyota Tacoma vehicles. I appreciate your bringing the concerns of your constituents to my attention as well as the opportunity to provide you with some information on this matter.

As you may know, the National Highway Traffic Safety Administration (NHTSA) has received consumer complaints regarding the Accelerator Control System. While NHTSA has not opened a formal investigation, the agency is in the process of confirming compliance of the Tacoma with Federal Motor Vehicle Safety Standard (FMVSS) 124 Accelerator Control Systems. The purpose of the standard is to establish requirements for the safe performance of accelerator control systems to reduce deaths and injuries resulting from engine overspeed caused by malfunctions in the accelerator control system.

In preparation for the FMVSS 124 Accelerator Control Systems testing, NHTSA sent Toyota an Information Request letter on September 26, 2007. I have enclosed a copy of this letter for your information, as well as our response dated October 23. NHTSA also recently sent us copies of the Vehicle Owner Questionnaires (VOQs) submitted to the agency, which are also included herein.

Toyota is committed to ensuring that our vehicles meet the highest safety standards, and we are fully cooperating with the NHTSA to support their testing efforts. Please be assured that in addition to working with the agency, Toyota is also conducting a full investigation into these complaints. If your constituents have concerns they should feel free to contact the Toyota Customer Assistance Center at – 1-888-270-9371.

If you should need more information, we would welcome the opportunity to come to your office and provide you with a personal briefing. Please feel free to contact me or Mark Johnson in our office.

Sincerely,

STATEMENT AND Q&A REGARDING
PRELIMINARY NHTSA INVESTIGATION OF REPORTS FOR
TACOMA ACCELERATOR CONTROL SYSTEMS

(Information as of 10/03/07 v3)

Statement:
The National Highway Traffic Safety Administration ("NHTSA") has received consumer complaint allegations regarding the Accelerator Control System in certain 2007 model year Toyota Tacoma vehicles. NHTSA has not opened a formal investigation to look into these allegations. However, NHTSA is in the process of conducting a confirmation test on the 2007 model year Toyota Tacoma for Federal Motor Vehicles Safety Standards (FMVSS) 124 Accelerator Control Systems. Toyota is fully cooperating with the agency to support their testing efforts.

Q1: When did NHTSA begin its FMVSS 124 Accelerator Control Systems testing?
A1: On September 26, 2007, NHTSA sent Toyota an Information Request letter in preparation for their FMVSS 124 Accelerator Control Systems testing.

Q2: What is FMVSS 124 Accelerator Control System testing?
A2: The FMVSS 124 standard establishes requirements for the return of a vehicle's throttle to the idle position when the driver removes the actuating force from the accelerator control, or in the event of a severance or disconnection in the accelerator control system as specified in the FMVSS 124 standard.

Q3: What seems to be the source of the problem?
A3: NHTSA and Toyota are in the midst of their investigation. It is premature to comment on the results.

Q4: How many Toyota Tacoma Accelerator Control System complaints has NHTSA received?
A4: Although NHTSA has not opened a defect investigation, at Toyota's request, NHTSA provided 19 Vehicle Owner Questionnaires (VOQs) which the agency is currently evaluating.

Q5: Is this a recall?
A5: No. This is not a recall.

Q6: Didn't Toyota just recall Camry and Lexus ES 350 vehicles for an Accelerator Control System problem?
A6: The Toyota Camry and Lexus ES 350 recall involved the Toyota Camry and Lexus ES 350 All Weather Floor Mats designed specifically for the driver's seating position in certain 2007 and early 2008 model year vehicles. If the optional Toyota Camry or Lexus ES 350 All Weather Floor Mat (either by itself or if it is placed on top of the existing carpeted floor mat) is not secured by the retaining hooks and the mat moves forward, it may interfere with the accelerator pedal returning to the idle position. If the mat is properly secured, it will not interfere with the accelerator pedal.

Q7: Is the Tacoma equipped with the All Weather Floor Mat of a similar design?
A7: The Toyota Tacoma All Weather Floor Mat is an optional accessory. Although the overall look of the All Weather Floor Mat may look similar to the Lexus ES 350 and Toyota Camry All Weather Floor Mats, differences in the shape, topographical features, and relation to vehicle interior components make them quite different.

Q8: What if customers have questions or safety concerns regarding this issue, should they go to their dealer?
A8: We remain confident in the safety of these vehicles, but if customers have any concerns at all they should feel free to contact the Toyota Customer Assistance Center at – 1-888-270-9371.

From: Melissa Hoffman/=WDC/Toyota_NY. Sent:10/23/2007 7:33 AM.

To: [-] ctinto@tma.toyota.com;csantucci@tma.toyota.com.

Cc: [-] .

Bcc: [-] .

Subject: [redacted] Letter As Requested.

~~~~~~

Melissa N. Hoffman, Administrative Specialist
Technical and Regulatory Affairs
Toyota Motor North America, Inc.
Phone (202) 463-6839 Fax: (202) 463-8513
email: MHoffman@tma.toyota.com

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TOYOTA

TOYOTA MOTOR NORTH AMERICA, INC.

WASHINGTON OFFICE
601 THIRTEENTH STREET, NW, SUITE 910 SOUTH, WASHINGTON, DC 20005
TEL: (202) 775-1700
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October 23, 2007

Mr. Harry Thompson
Chief, Crash Avoidance Division (NVS-221)
Office of Vehicle Safety Compliance, Room W43-481
National Highway Traffic Safety Administration
1200 New Jersey Ave, S.E.
Washington, D.C. 20590

Re: NVS-221SSe/OA-124-070921

Dear Mr. Thompson:

On behalf of Toyota Motor Corporation (TMC), I am submitting the enclosed information in response to your September 26, 2007 letter [NVS-221SSe/OA-124-070921] regarding FMVSS 124 compliance testing of the 2007 MY Toyota Tacoma.

Should you have any questions about this information, please contact Mr. Chris Santucci at (202) 775-1707.

Sincerely,

Chris Tinto
Vice President
TOYOTA MOTOR NORTH AMERICA, INC.

CT:cs
Enclosure

TOYOTA'S RESPONSE TO
NHTSA'S REQUEST ON FMVSS No. 124 FOR
THE 2007 TOYOTA TACOMA
(NVS-221SSe/OA-124-070921)

1. The number of MY 2007 Tacoma Pickups sold in the U.S. market to the date of this letter, broken down by engine type (4 or 6 cylinders), transmission (Manual or Automatic), and drive (2 or 4 wheel drive).

Response 1.
The number of the vehicles sold in the U.S. market is set forth in Table 1 below:

Engine type	Drive type	Transmission				Total
		Manual		Automatic		
		5-speed	6-speed	4-speed	5-speed	
2TR-FE (4 cylinder)	2WD	11,255	0	29,423	0	165,822
	4WD	8,101	0	0	0	
1GR-FE (6 cylinder)	2WD	0	2,712	0	56,640	
	4WD	0	9,090	0	48,601	

Table 1

2. A copy of the test reports and any other data used to certify each of the vehicles identified in item no. 1 to FMVSS 124. It is important that data traces for measured outputs versus time be included.

Response 2.
The summary reports are provided as Attachments 1-1 through 1-4.

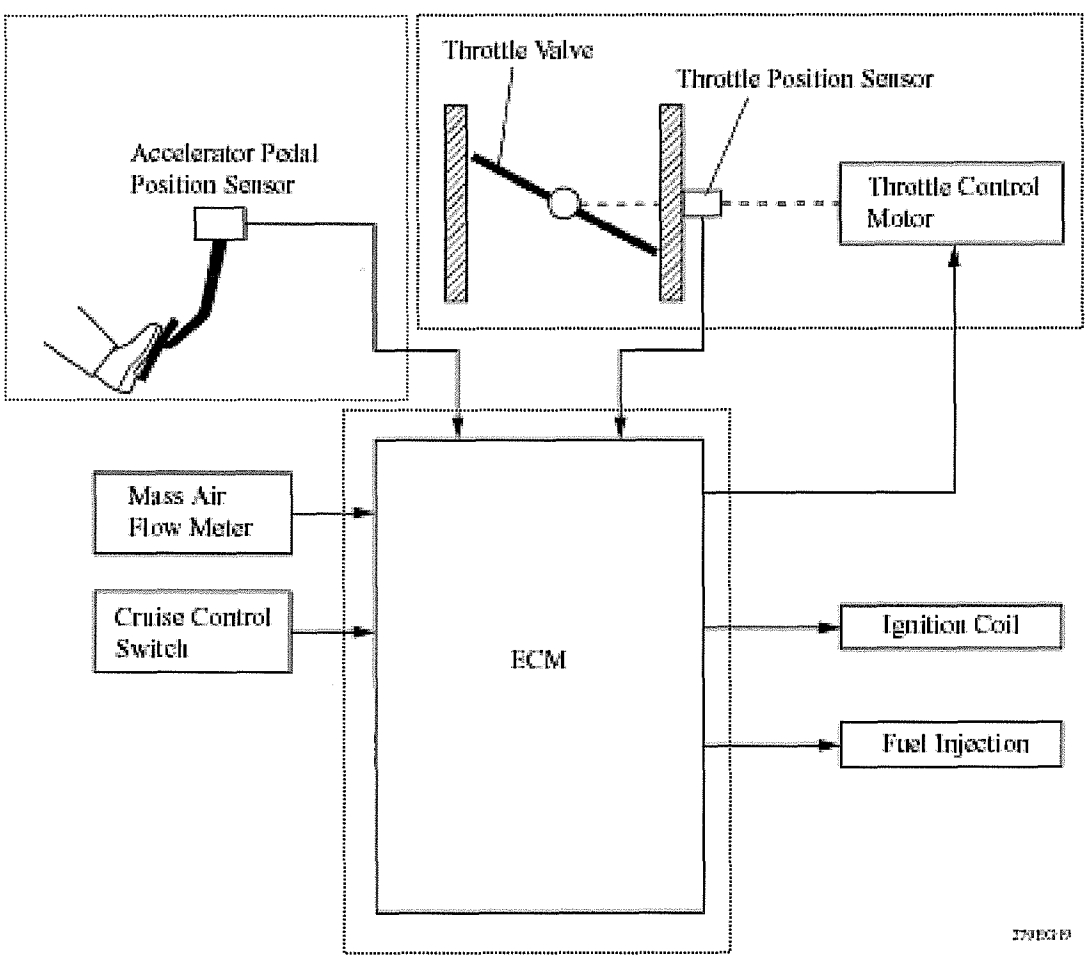
3. Please complete the enclosed standardized vehicle information/test specifications FORM 12.

Response 3.
The requested FORM 12 is provided as Attachment 2

Test data for FMVSS No.124 Compliance Test
Vehicle Model: 2007 Toyota Tacoma

In the case of the Toyota Tacoma, no cable is connected between the accelerator pedal and the throttle valve because the throttle valve of the engine is controlled electrically by the electric throttle control system. Therefore, Toyota assures that the Tacoma vehicles conform to FMVSS124 by conducting compliance confirmation tests (refer to Table 1), which are necessary for each component shown in Figure 1.

Figure 1: Electronic Throttle Control System



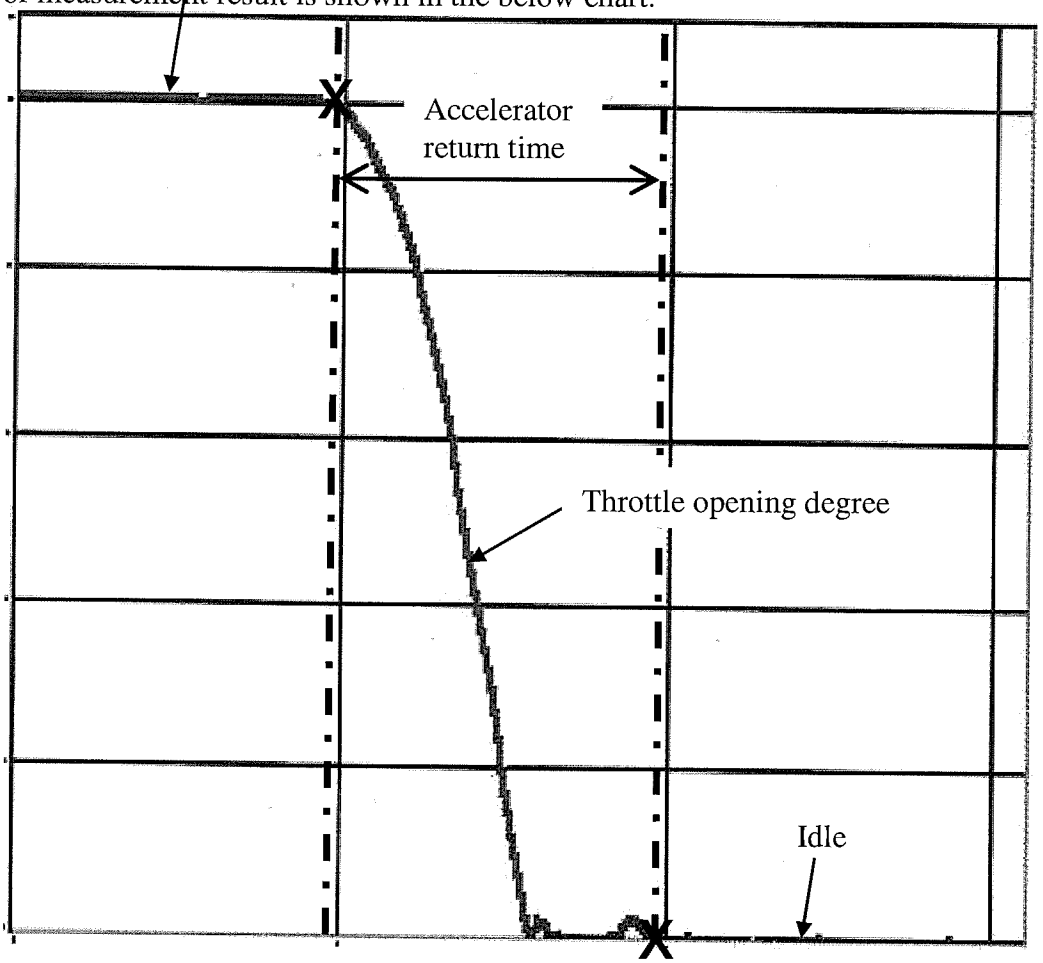
The compliance confirmation result for each component is submitted as Attachments 1-2 through 1-4. In addition, a summary of the confirmation for each component is shown in Table 1.

Table 1: Contents of confirmation for each component

Components	Contents of confirmation	Attachment #
Accelerator Pedal	It is confirmed that the accelerator pedal returns to the idle position when either one of the two return springs doesn't function. (Return time is confirmed by the Accelerator Pedal Position Sensor signal.)	Attachment 1-2
Throttle Body Assembly w/motor	It is confirmed that the throttle valve returns to the idle position when a return spring doesn't function or the signal to throttle control motor is interrupted. (Return time is confirmed by the Throttle Position Sensor signal.)	Attachment 1-3
ECM	When the accelerator pedal is returned to the rest or "idle" position, an electric motor ensures the throttle valve returns to the equivalent of an engine idle condition. If an electrical problem occurs in the control system, it is confirmed that the Engine Control Module (ECM) returns the throttle valve to the equivalent of an engine idle condition.	Attachment 1-4

How to measure accelerator return time

The return time is the time that the throttle valve closes from the wide open throttle to the idle position. The throttle opening degree is measured by detecting output-signal from Throttle Position Sensor. Example of measurement result is shown in the below chart.



Example of measurement result

Attachment 1-2

Technical Report Summary

Report No. : R0408-0100
Report Date: August 3, 2004

Title : Accelerator control systems test of 2007 model Tacoma
Sub-title : Compliance testing for FMVSS 124

1. Purpose : The purpose of this test is to investigate conformity of the 2003 model GX470 to FMVSS 124.

2. Conclusion : The 2003 model GX470 conforms to the performance requirements of FMVSS 124.

3. Test results (Summary):
   (1) Test conditions
      (a) Test date : August 1, 2002
      (b) Test part : Pedal, Module Accelerator (78120-60350)

   (2) Test result
   Return time*1 m sec

Return spring condition / Pedal release operation	Low temperature test (temp: -40 °C)		Normal temperature test (temp: 25 °C)		Pass or Fail
	Normal	Abnormal*2	Normal	Abnormal*2	
Inner spring disconnected	96	70	85	70	Pass
Outer spring disconnected	90	90	97	88	Pass

*1: The return time was measured by detecting the output-signal from the Accelerator Position Sensor.
*2: The operator releases the accelerator pedal by sliding his foot to the side from the W.O.T. position.

Comment : The 2007 model Tacoma can be carried over from the 2003 model GX470 for accelerator control performance.

Technical Report Summary

Report No. : R0505-0753
Report Date: May 26, 2005

Title : Accelerator control systems test of CCC21 type throttle body
Sub-title : Compliance testing for FMVSS 124

1. Purpose : The purpose of this test is to investigate conformity of the throttle body (CCC21 type) to FMVSS 124.

2. Conclusion : The applicable throttle body conforms to the performance requirements of FMVSS 124.

3. Test results (Summary) :

(1) Test conditions

(a) Test date : April, 2003

(b) Test part : 22030-31010 (BODY ASSY, THROTTLE W/MOTOR) CCC21 type

(2) Test result

Return time*1 m sec

Throttle body condition	Low temperature test (temp: -40°C)	Normal temperature test (temp: 25°C)	Pass or Fail
Shut down current to throttle control motor *2	620	196	Pass
Throttle return spring disconnected	131	184	Pass

*1: The return time was measured by detecting the output-signal from the Throttle Position Sensor.

*2: The return time was measured when the current to the throttle control motor was shut down.

Comment : The structure of the 2007 model Tacoma throttle body is the same as the CCC21 type.

Technical Report Summary

Title : ECM (Engine Control Module) test
Sub-title : Compliance testing for FMVSS 124

1. Purpose : The purpose of this test is to investigate conformity of the 2005 model Prius to FMVSS 124

2. Conclusion : The 2005 model Prius conforms to the performance requirements of FMVSS 124

3. Test results (Summary):
   (1) Test conditions
      (a) Test date : April 12 and 13, 2004
      (b) Test part : Computer, Engine Control (89661-47100)

   (2) Test result

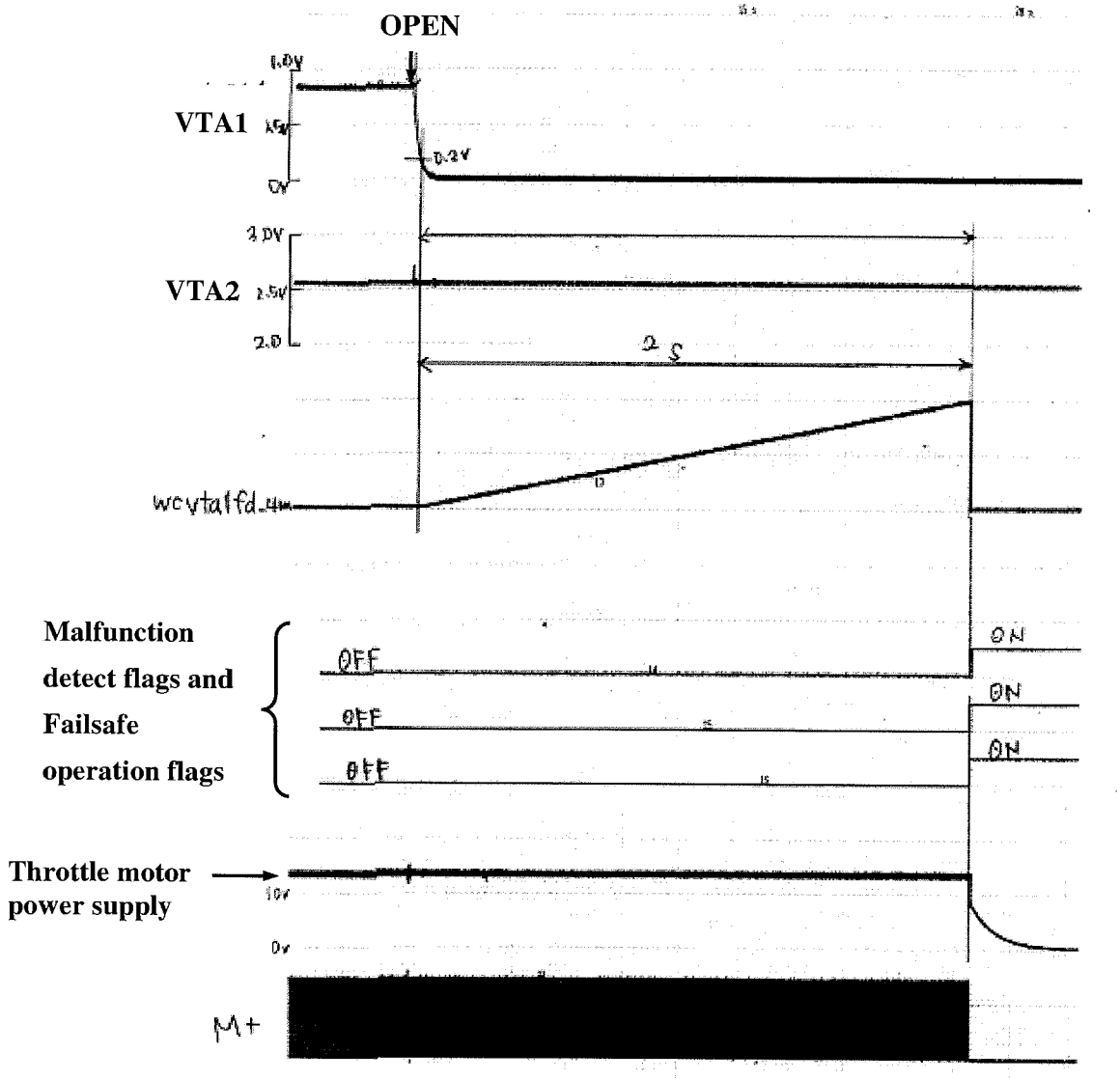
Failure Mode	Fail-safe Condition	Pass or Fail
Throttle position sensor circuit open	Shut down the power supply of throttle control motor	Pass
ECM internal circuit open	Shut down the output of Throttle control motor	Pass

Comment : Part of the fail-safe operation charts of is attached to the next page for your reference.

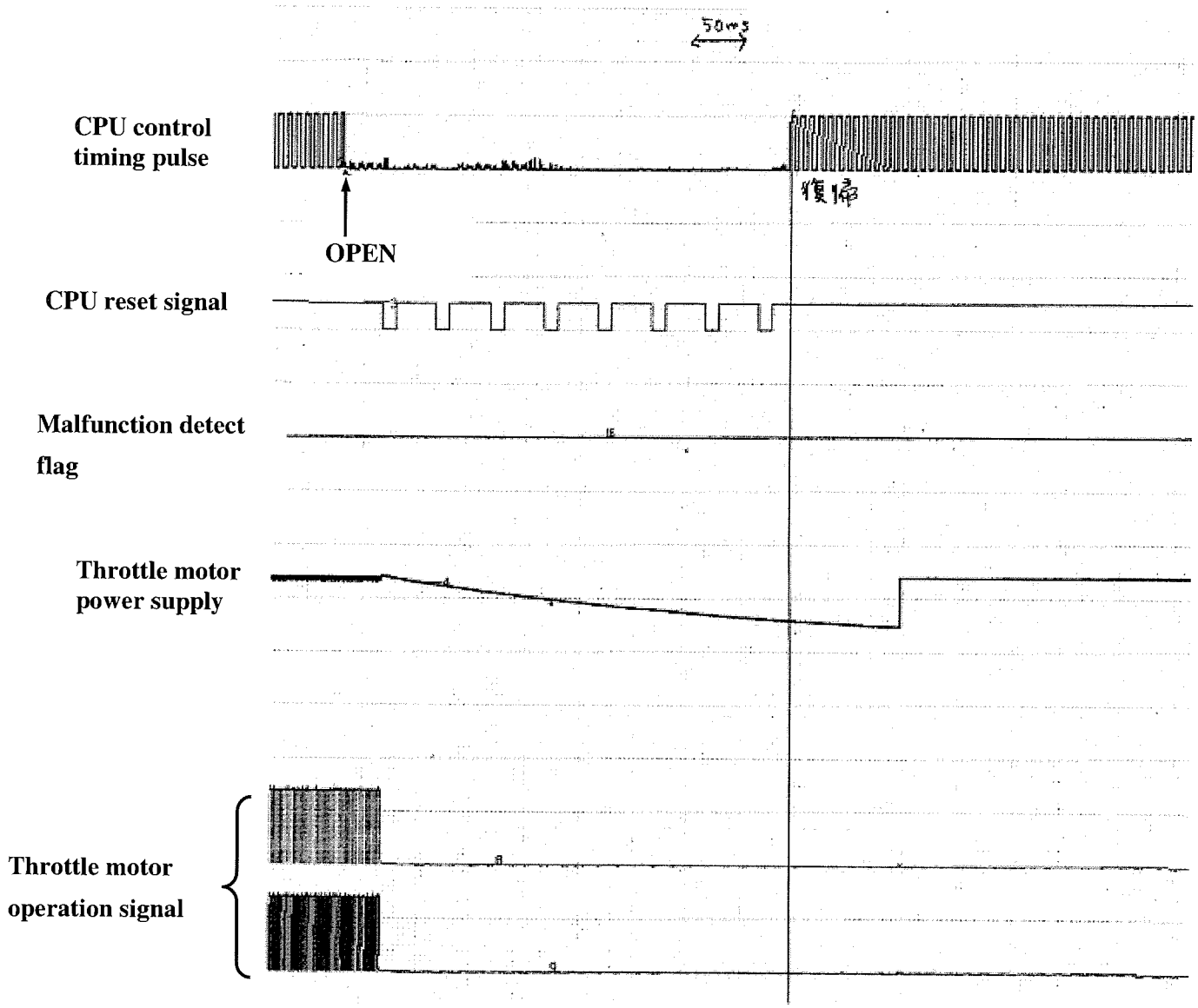
The 2007 model Tacoma can be carried over from the 2005 model Prius for accelerator control performance.

Fail-safe operation timing chart

VTA1 Throttle Position Sensor Circuit Open



Fail-safe operation timing chart
ECM Internal Circuit Open



VEHICLE INFORMATION/TEST SPECIFICATIONS
FMVSS 124 - Accelerator Control Systems

Requested Information:

1.) A sketch of the driver operated accelerator control system (ACS) starting from the accelerator pedal up to and including the fuel metering device (carburetor, fuel injectors, fuel distributor, or fuel injection pump).

Response 1.

The 2007 Toyota Tacoma has four ACSs: ACS with 2TR-FE engine and cruise control, ACS with 2TR-FE engine without cruise control, ACS with 1GR-FE engine and cruise control and ACS with 1GR-FE engine without cruise control. The driver operated ACS consists of the accelerator pedal, throttle body and cruise control. If the engine is the same, the accelerator pedal and the throttle body for ACS with cruise control and ACS without cruise control are the same. The sketches of the ACS are provided as Attachment 3. In addition, a sketch of the fuel system is provided as Attachment 4.

2.) For Normal ACS operation, the method utilized to determine the engine idle state (air throttle plate position, fuel delivery rate, other).

Response 2.

For Normal ACS operation, the method utilized to determine the engine idle state is the Throttle Valve Position. A sketch of the Throttle Valve is provided as drawing (B) in Attachment 5.

3.) For Fail-Safe operation of the ACS (disconnection or severance), the method utilized to determine return of engine power to the idle state (air throttle plate position, fuel delivery rate, air intake, engine rpm, other)

Response 3.

For Fail-Safe operation of the ACS (disconnection or severance), the method utilized to determine return of engine power to the idle state is the throttle body return spring and throttle control motor, shown as drawing (D) in Attachment 5.

4.) Is the vehicle ACS equipped with any of the following:
   A. Accelerator Pedal Position Sensor (APS)
   B. Throttle Plate Position Sensor (TPS)
   C. Electronic Control Module (ECM)
   D. Air throttle plate actuator motor

Response 4.
The 2007 Toyota Tacoma ACS is equipped with APS, TPS, ECM and Air throttle plate actuator motor, as shown in Attachment 5.

5.) If air throttle plate equipped, is there a procedure which can be utilized by the test laboratory to measure the position of the throttle plate by tapping into the TPS or ECM? If so, please describe.

Response 5.
The 2007 Toyota Tacoma is equipped with the air throttle plate. We normally call the air throttle plate "the throttle valve". A sketch of the air throttle plate (i.e.; throttle valve) is provided as drawing (B) in Attachment 5. The procedure that can be utilized by the test laboratory to measure the position of the throttle plate (i.e.; throttle valve) by tapping into the ECM is provided as Attachment 6.

6.) Point(s) chosen to demonstrate compliance with FMVSS 124 for single point disconnect and severance.

Response 6.
We choose 4 points (i.e.; two accelerator pedal springs, one throttle body return spring and one throttle control motor) to demonstrate compliance with FMVSS 124. The procedure for removing the accelerator pedal spring is provided as Attachment 7-1. The spring inside the electrical throttle body and throttle control motor are not possible to cut or remove, as shown in Attachment 7-2.

7.) Where applicable, were connections in the ACS beyond the ECM such as the fuel injectors tested for disconnection and severance. If yes, provide details.

Response 7.
The connections in the ACS beyond the ECM such as the fuel injectors weren't tested for disconnection and severance.

8.) Where applicable, were idle return times tested for electrical severance accompanied by shorting to ground? If yes, please provide details.

Response 8.
The idle return times weren't tested for electrical severance accompanied by shorting to ground.

9.) All sources of return energy (springs) for the accelerator pedal and if applicable, the air throttle plate.

Response 9.
The 2007 Toyota Tacoma has 2 sources of energy (i.e.; two accelerator pedal springs, throttle body return spring and throttle control motor) capable of returning the throttle to the idle. Details on the energy sources are provided as Attachment 8.

10.) If fuel delivery rate is used to demonstrate return to idle state, provide:
A. The method used to measure this signal i.e. connection to standard SAE J1587 data bus.
B. Equipment required to measure signal.
C. Fuel rate signal output range at the idle state.

Response 10.
The fuel delivery rate isn't used to demonstrate return to idle state.

11.) Is the ACS equipped with a limp home mode? If yes, provide operation description.

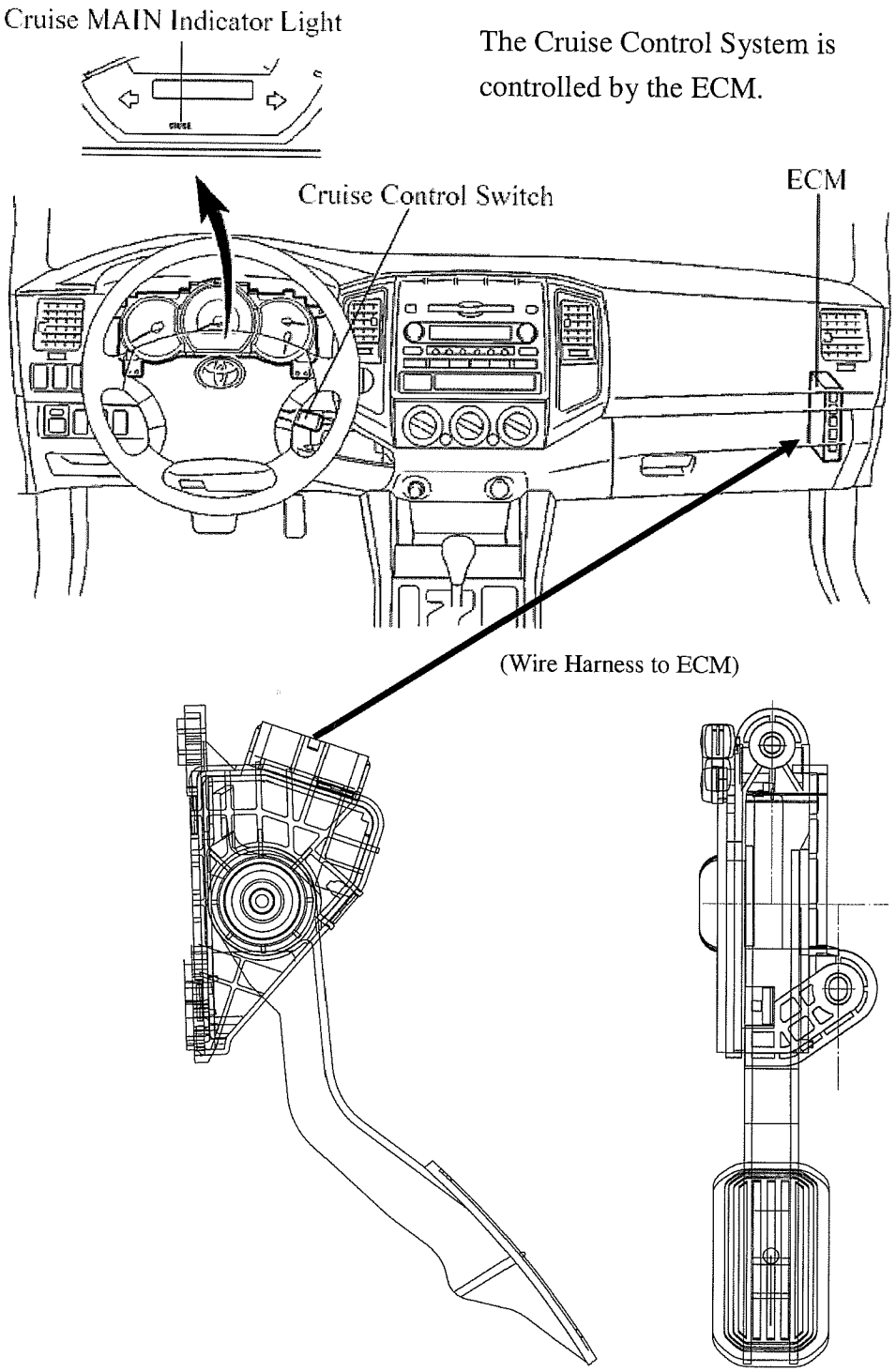
Response 11.
Yes, the ACS is equipped with a limp home mode, as shown in Attachment 9.

12.) Method by which the test laboratory can record engine RPM by connection to ECM, OBD connector, etc.

Response 12.
The method for recording engine RPM is provided as Attachment 10.

Accelerator Control System

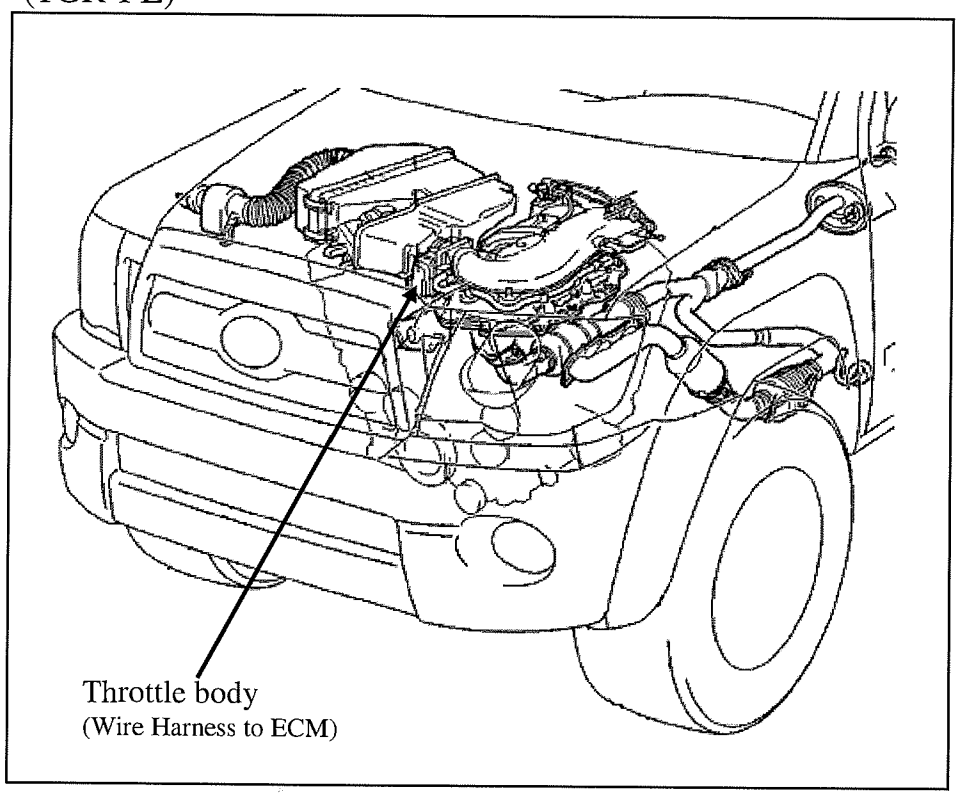
<Accelerator pedal>



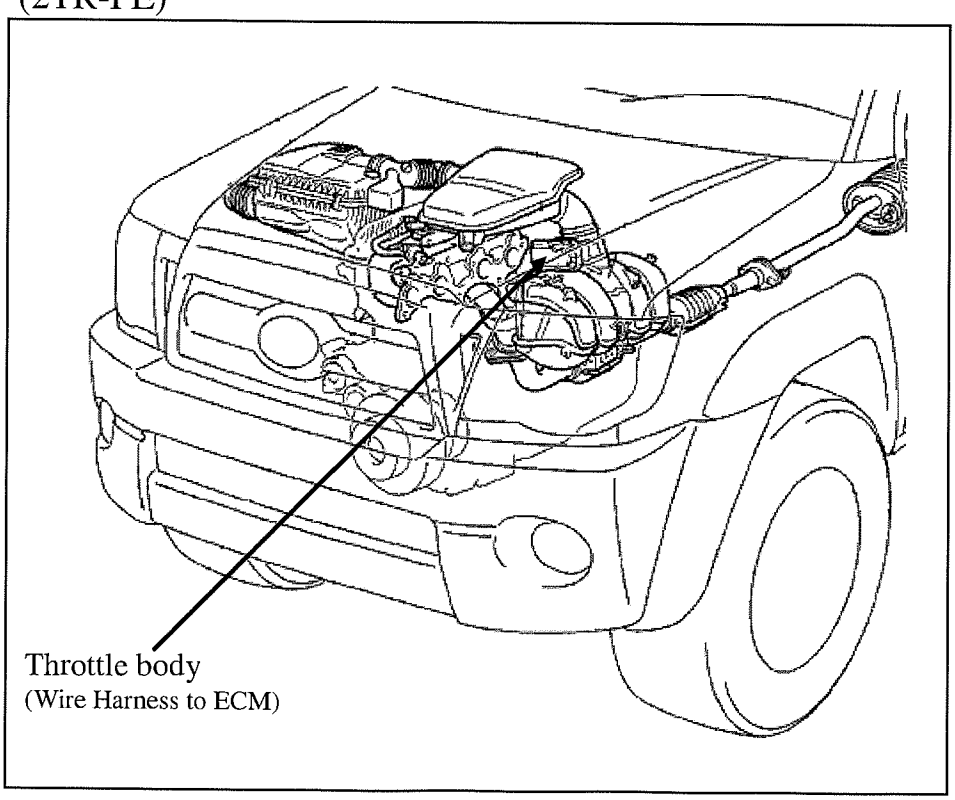
The Cruise Control System is controlled by the ECM.

<Throttle Body>

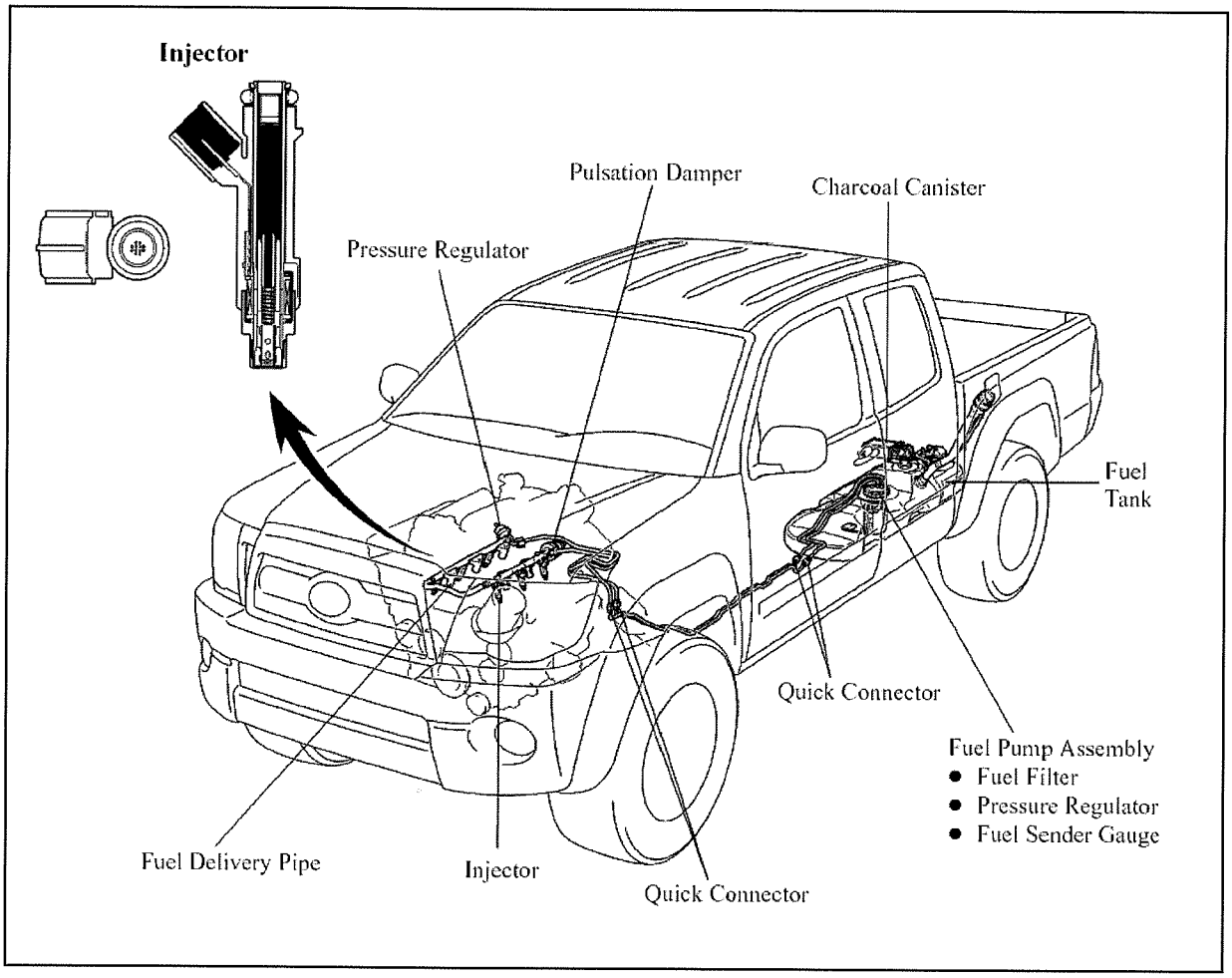
(1GR-FE)



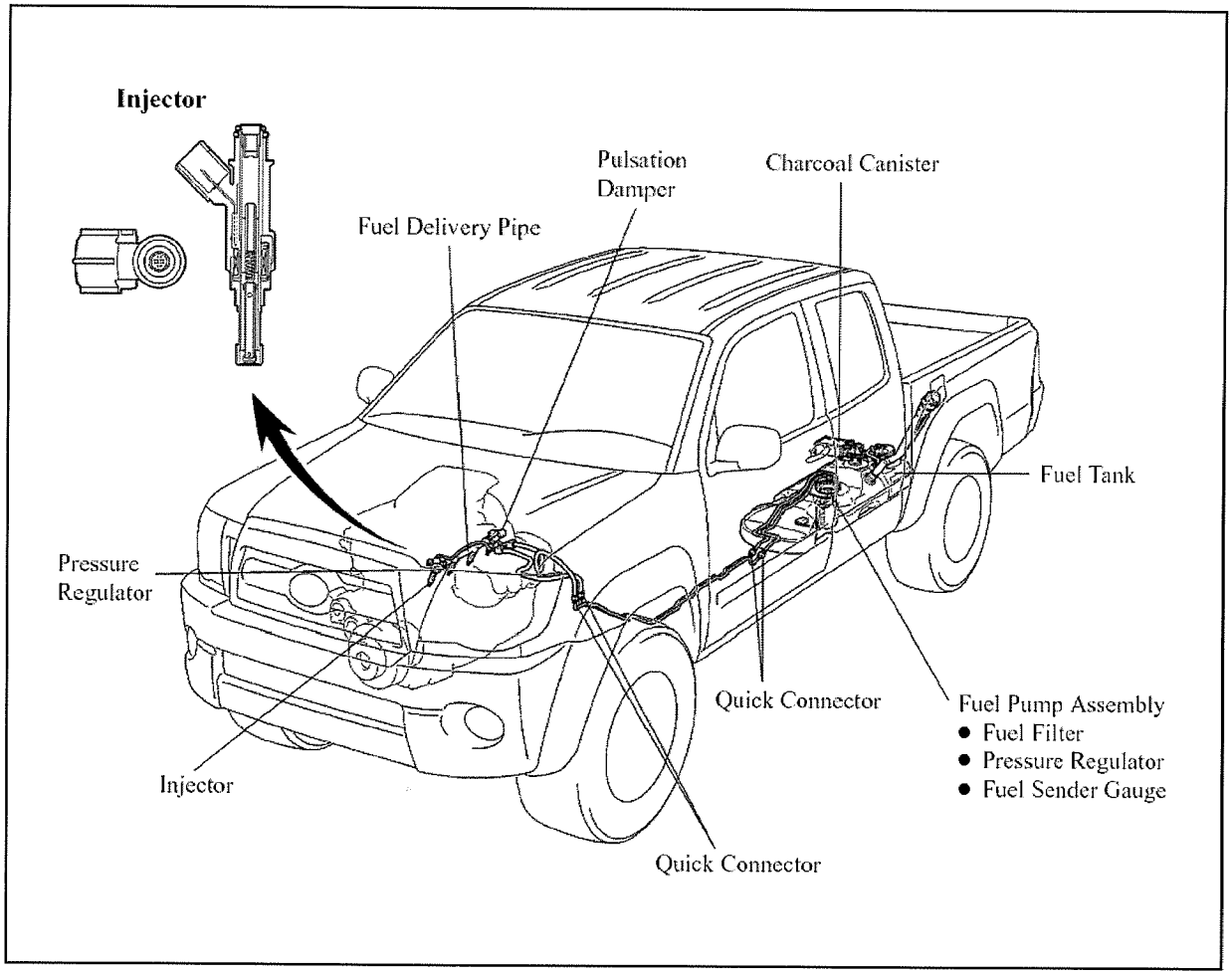
(2TR-FE)



Fuel system for the 2007MY Tacoma (1GR-FE)

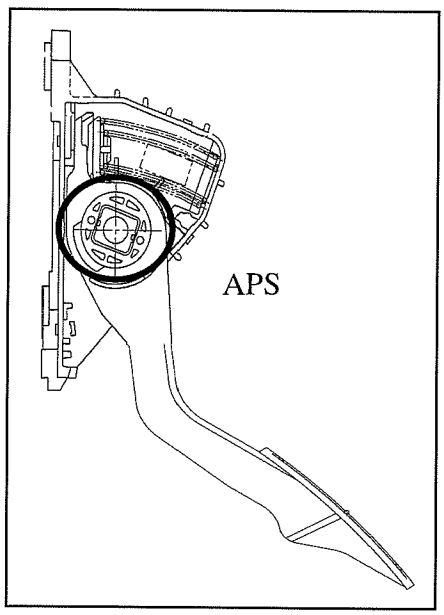


Fuel system for the 2007MY Tacoma (2TR-FE)



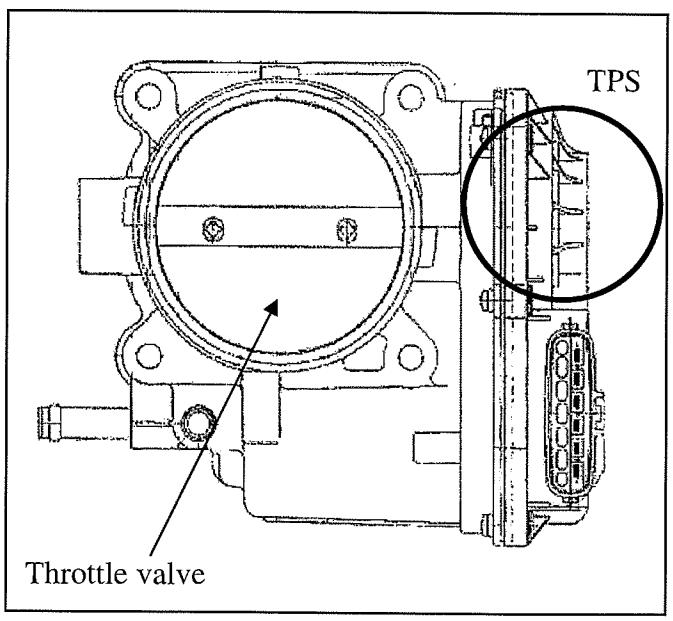
Components of the Accelerator Pedal Position Sensor

(A) Accelerator Pedal Position Sensor (APS)

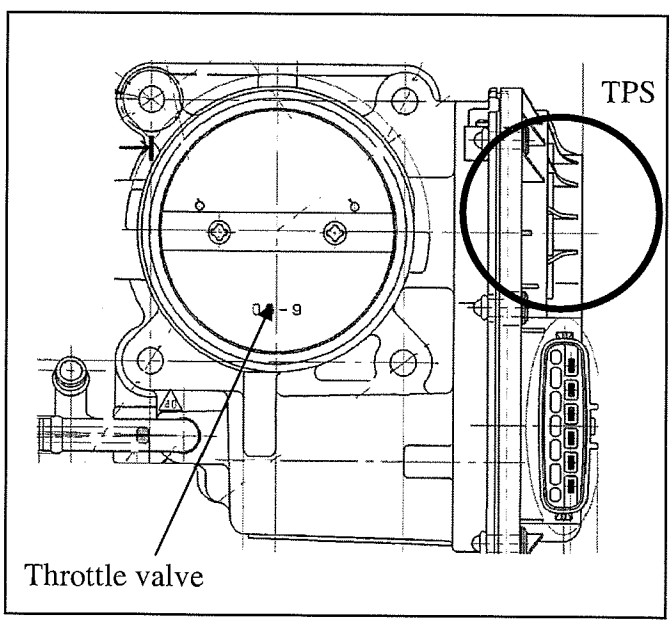


(B) Throttle Position Sensor (TPS)

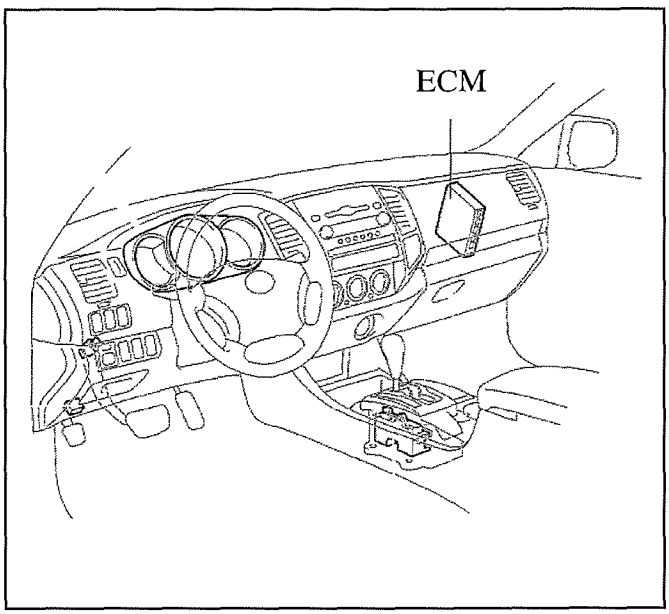
(1GR-FE)



(2TR-FE)

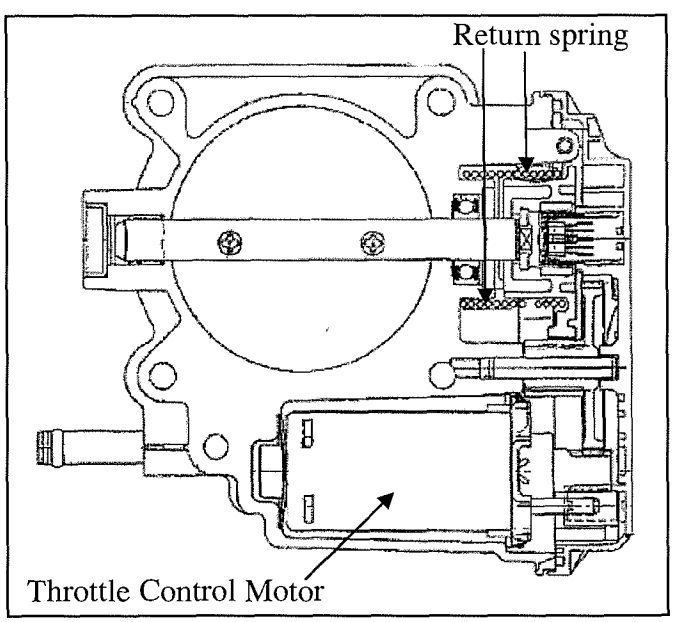


(C) Electronic Control Module (ECM)

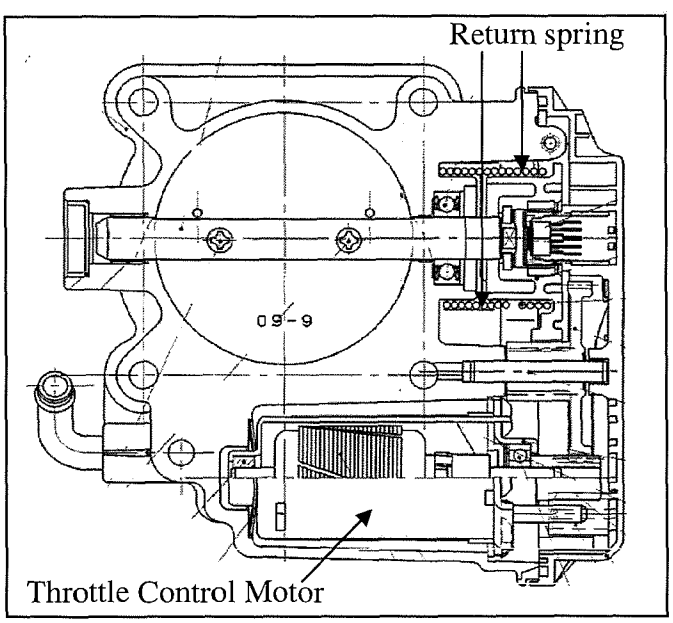


(D) Air throttle plate actuator motor (Throttle Control Motor)

(1GR-FE)



(2TR-FE)



How to measure the opening angle of the throttle valve (1GR-FE)

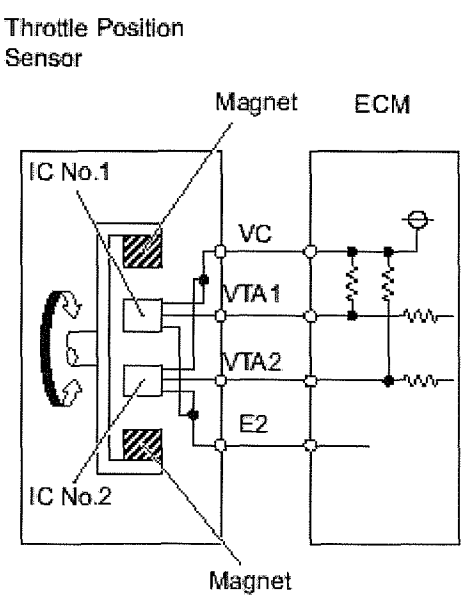
As for the method of detecting the signal, we are providing the related parts of the repair manual.

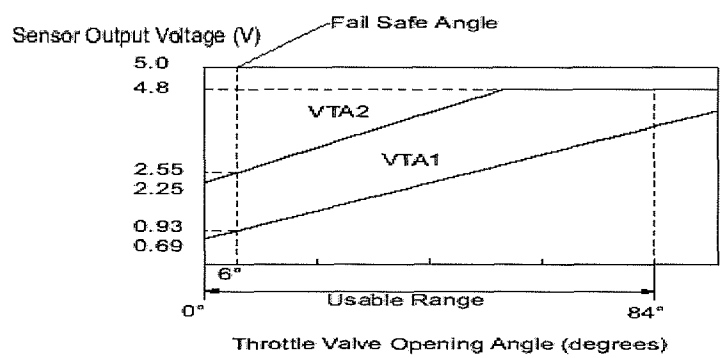
DTC	P0120	Throttle / Pedal Position Sensor / Switch "A" Circuit
DTC	P0122	Throttle / Pedal Position Sensor / Switch "A" Circuit Low Input
DTC	P0123	Throttle / Pedal Position Sensor / Switch "A" Circuit High Input
DTC	P0220	Throttle / Pedal Position Sensor / Switch "B" Circuit
DTC	P0222	Throttle / Pedal Position Sensor / Switch "B" Circuit Low Input
DTC	P0223	Throttle / Pedal Position Sensor / Switch "B" Circuit High Input
DTC	P2135	Throttle / Pedal Position Sensor / Switch "A" / "B" Voltage Correlation

HINT:
These DTCs relate to the Throttle Position (TP) sensor.

DESCRIPTION

This ETCS (Electronic Throttle Control System) does not use a throttle cable. The Throttle Position (TP) sensor is mounted on the throttle body, and detects the opening angle of the throttle valve. This sensor is a non-contact type, and uses Hall-effect elements, in order to yield accurate signals, even in extreme driving conditions, such as at high speeds as well as very low speeds.
The TP sensor has two sensor circuits which each transmits a signal, VTA1 and VTA2. VTA1 is used to detect the throttle valve angle and VTA2 is used to detect malfunctions in VTA1. The sensor signal voltages vary between 0 V and 5 V in proportion to the throttle valve opening angle, and are transmitted to the VTA terminals of the ECM.
As the valve closes, the sensor output voltage decreases and as the valve opens, the sensor output voltage increases. The ECM calculates the throttle valve opening angle according to these signals and controls the throttle actuator in response to driver inputs. These signals are also used in calculations such as air-fuel ratio correction, power increase correction and fuel-cut control.





Note:
The throttle Valve opening angle detected by the sensor terminal VTA1 is expressed as percentages.
Between 10 % and 24 %: Throttle valve fully closed
Between 66 % and 96 %: Throttle valve fully open
Approximately 19 %: Fail-safe angle (6°)

DTC No.	DTC Detection Conditions	Trouble Areas
P0120	Output voltage of VTA1 quickly fluctuates beyond lower and upper malfunction thresholds for 2 seconds (1 trip detection logic)	• Throttle Position (TP) sensor (built into throttle body) • ECM
P0122	Output voltage of VTA1 0.2 V or less for 2 seconds (1 trip detection logic)	• TP sensor (built into throttle body) • Short in VTA1 circuit • Open in VC circuit • ECM
P0123	Output voltage of VTA1 4.535 V or more for 2 seconds (1 trip detection logic)	• TP sensor (built into throttle body) • Open in VTA1 circuit • Open in E2 circuit • Short between VC and VTA1 circuits • ECM
P0220	Output voltage of VTA2 quickly fluctuates beyond lower and upper malfunction thresholds for 2 seconds (1 trip detection logic)	• TP sensor (built into throttle body) • ECM
P0222	Output voltage of VTA2 1.75 V or less for 2 seconds (1 trip detection logic)	• TP sensor (built into throttle body) • Short in VTA2 circuit • Open in VC circuit • ECM
P0223	Output voltage of VTA2 4.8 V or more, and VTA1 between 0.2 V and 2.02 V, for 2 seconds (1 trip detection logic)	• TP sensor (built into throttle body) • Open in VTA2 circuit • Open in E2 circuit • Short between VC and VTA2 circuits • ECM
P2135	Either condition (a) or (b) met (1 trip detection logic) (a) Difference between output voltages of VTA1 and VTA2 0.02 V or less for 0.5 seconds or more (b) Output voltage of VTA1 0.2 V or less, and VTA2 1.75 V or less, for 0.4 seconds or more	• Short between VTA1 and VTA2 circuits • TP sensor (built into throttle body) • ECM

HINT:

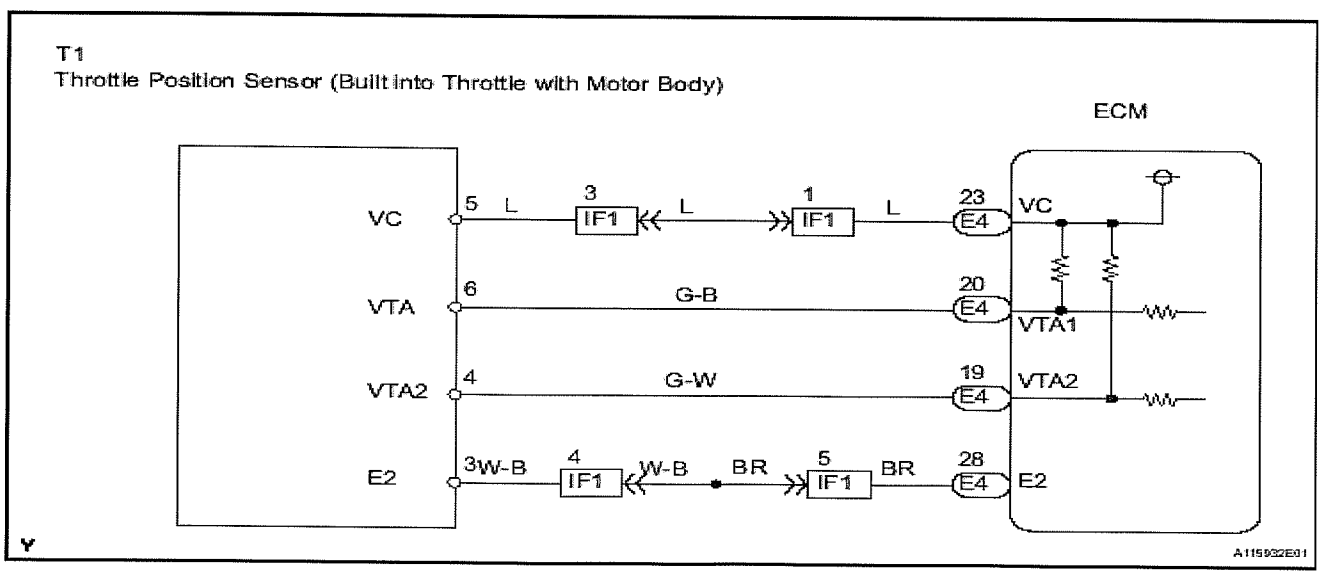
- When any of these DTCs are set, check the throttle valve opening angle by selecting the following menu items on an intelligent tester: DIAGNOSIS / ENHANCED OBD II / DATA LIST / ETCS / THROTTLE POS AND THROTTLE POS #2.
- THROTTLE POS denotes the VTA1 signal (expressed in percentages), and THROTTLE POS #2 denotes the VTA2 signal (expressed in voltages).

Reference (Normal Condition)

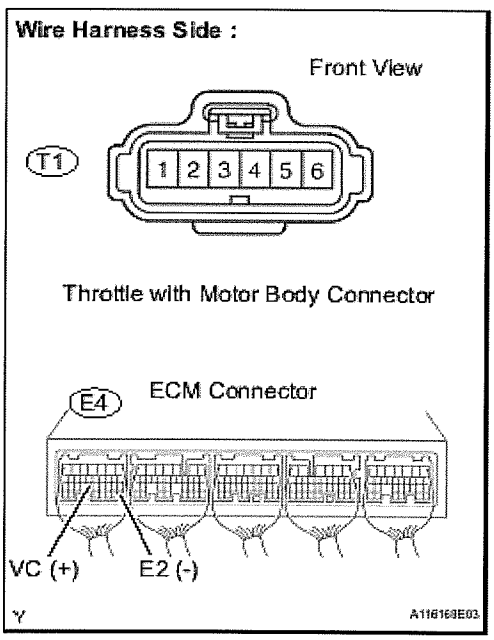
Tester Display	Accelerator Pedal Fully Released	Accelerator Pedal Fully Depressed
THROTTLE POS	10 to 24 %	64 to 96 %
THROTTLE POS #2	2.1 to 3.1 V	4.5 to 5.0 V

WIRING DIAGRAM

T1
Throttle Position Sensor (Built into Throttle with Motor Body)



3	INSPECT ECM (VC VOLTAGE)



(a) Disconnect the T1 throttle with motor body connector.
(b) Turn the ignition switch ON.
(c) Measure the voltage between the terminals of the E4 ECM connector.

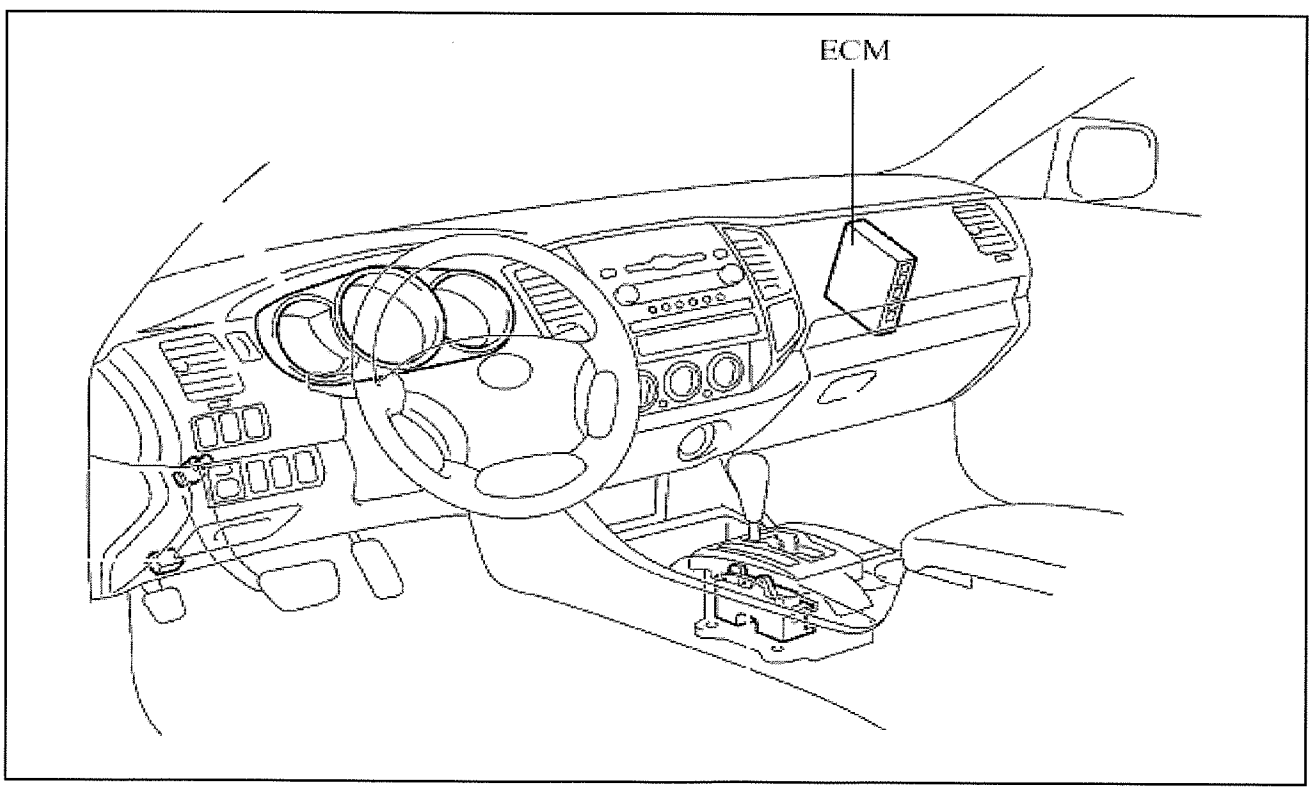
Standard Voltage

Tester Connections	Specified Conditions
VC (E4-23) - E2 (E4-28)	4.5 to 5.0 V

(d) Reconnect the throttle with motor body connector.

NG → **REPLACE ECM**

Layout of ECM



How to measure the opening angle of the throttle valve (2TR-FE)

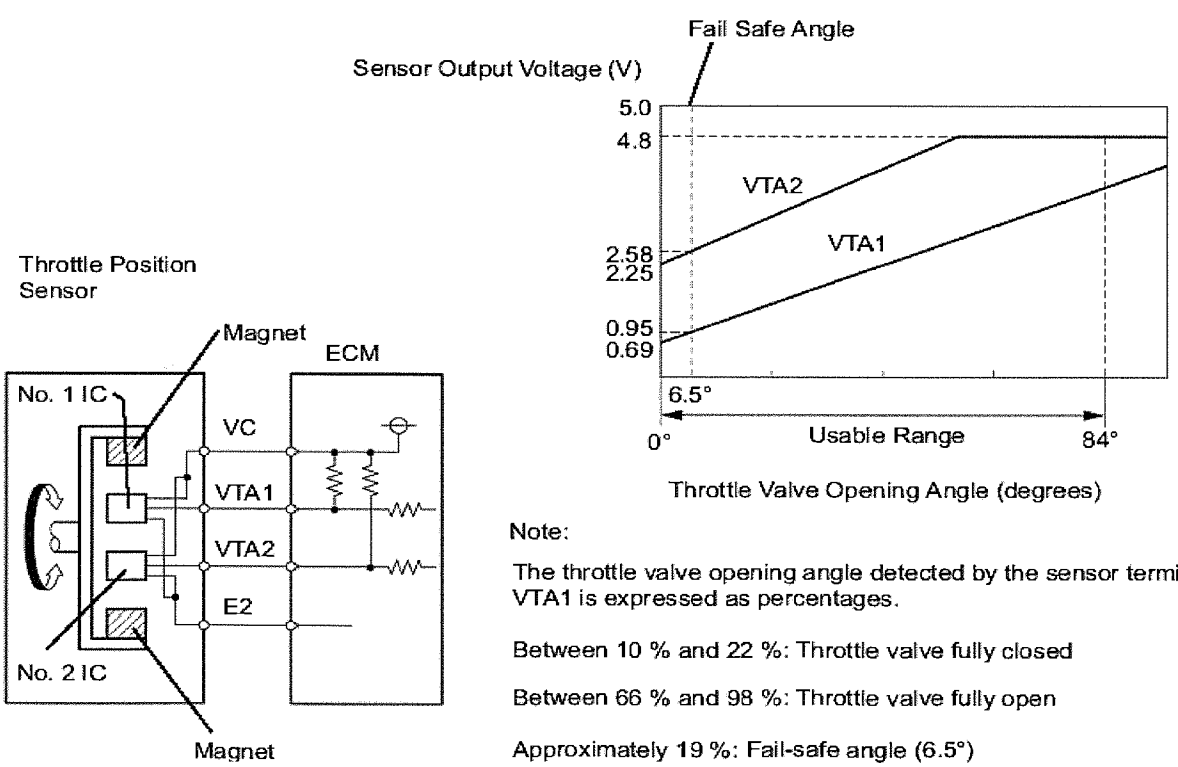
As for the method of detecting the signal, we provide the related parts of the repair manual.

DTC	P0120	Throttle / Pedal Position Sensor / Switch "A" Circuit
DTC	P0122	Throttle / Pedal Position Sensor / Switch "A" Circuit Low Input
DTC	P0123	Throttle / Pedal Position Sensor / Switch "A" Circuit High Input
DTC	P0220	Throttle / Pedal Position Sensor / Switch "B" Circuit
DTC	P0222	Throttle / Pedal Position Sensor / Switch "B" Circuit Low Input
DTC	P0223	Throttle / Pedal Position Sensor / Switch "B" Circuit High Input
DTC	P2135	Throttle / Pedal Position Sensor / Switch "A" / "B" Voltage Correlation

HINT:
These DTCs relate to the Throttle Position (TP) sensor.

DESCRIPTION

HINT:
The Throttle Position (TP) sensor is mounted on the throttle body, and detects the opening angle of the throttle valve. This sensor is a non-contact type, and uses Hall-effect elements, in order to yield accurate signals, even in extreme driving conditions, such as at high speeds as well as very low speeds. The TP sensor has two sensor circuits which each transmits a signal, VTA1 and VTA2. VTA1 is used to detect the throttle valve angle and VTA2 is used to detect malfunctions in VTA1. The sensor signal voltages vary between 0 V and 5 V in proportion to the throttle valve opening angle, and are transmitted to the VTA terminals of the ECM.
As the valve closes, the sensor output voltage decreases and as the valve opens, the sensor output voltage increases. The ECM calculates the throttle valve opening angle according to these signals and controls the throttle actuator in response to driver inputs. These signals are also used in calculations such as air-fuel ratio correction, power increase correction and fuel-cut control.



Note:

The throttle valve opening angle detected by the sensor terminal VTA1 is expressed as percentages.

Between 10 % and 22 %: Throttle valve fully closed

Between 66 % and 98 %: Throttle valve fully open

Approximately 19 %: Fail-safe angle (6.5°)

DTC No.	DTC Detection Condition	Trouble Area
P0120	Output voltage of VTA1 quickly fluctuates beyond lower and upper malfunction thresholds for 2 seconds (1 trip detection logic)	• Throttle position (TP) sensor (built into throttle body) • ECM
P0122	Output voltage of VTA1 0.2 V or less for 2 seconds (1 trip detection logic)	• Throttle position (TP) sensor (built into throttle body) • Short in VTA1 circuit • Open in VC circuit • ECM
P0123	Output voltage of VTA1 4.535 V or more for 2 seconds (1 trip detection logic)	• Throttle position (TP) sensor (built into throttle body) • Open in VTA1 circuit • Open in E2 circuit • Short between VC and VTA1 circuit • ECM
P0220	Output voltage of VTA2 quickly fluctuates beyond lower and upper malfunction thresholds for 2 seconds (1 trip detection logic)	• Throttle position (TP) sensor (built into throttle body) • ECM
P0222	Output voltage of VTA2 1.75 V or less for 2 seconds (1 trip detection logic)	• Throttle position (TP) sensor (built into throttle body) • Short in VTA2 circuit • Open in VC circuit • ECM
P0223	Output voltage of VTA2 4.8 V or more when VTA1 between 0.2 V and 2.02 V (1 trip detection logic)	• Throttle position sensor (built into throttle body) • Open in VTA2 circuit • Open in E2 circuit Short between VC and VTA2 circuit • ECM
P2135	Either condition (a) or (b) met (1 trip detection logic): (a) Difference between output voltages of VTA1 and VTA2 0.02 V or less for 0.5 seconds or more (b) Output voltage of VTA1 0.2 V or less, and VTA2 1.75 V or less, for 0.4 seconds or more	• Short between VTA1 and VTA2 circuit • Throttle position sensor (built into throttle body) • ECM

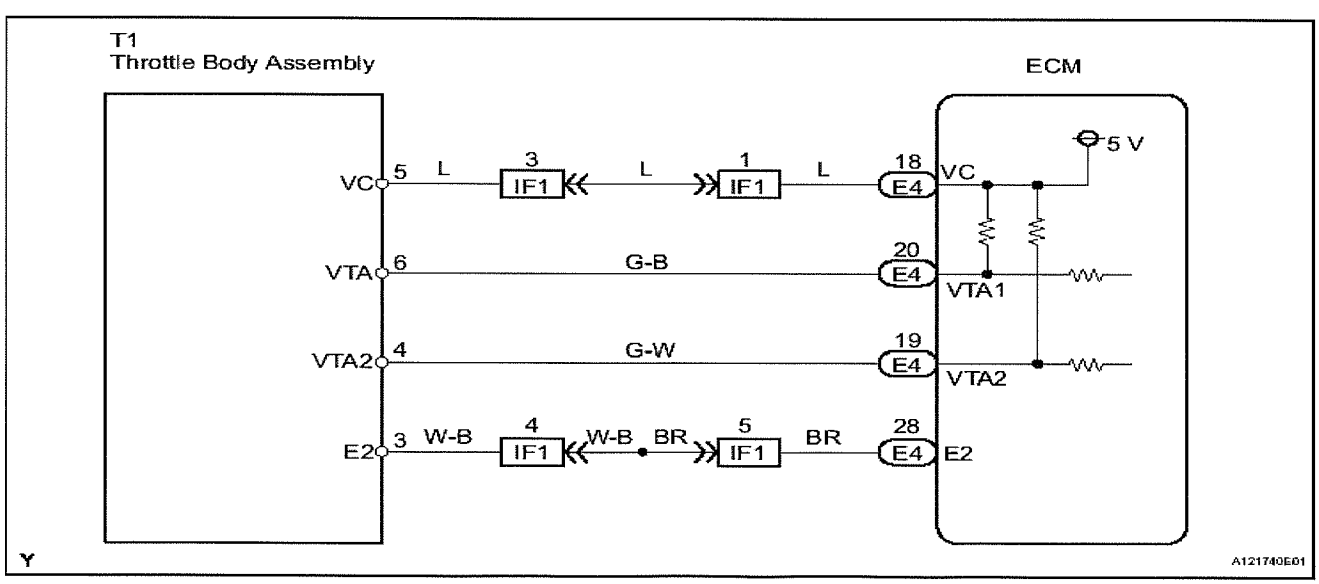
HINT:

- When any of these DTCs are set, check the throttle valve opening angle by selecting the following menu items on an intelligent tester: DIAGNOSIS / ENHANCED OBD II / DATA LIST / ETCS / THROTTLE POS AND THROTTLE POS #2.
- THROTTLE POS denotes the VTA1 signal (expressed in percentages), and THROTTLE POS #2 denotes the VTA2 signal (expressed in voltages).

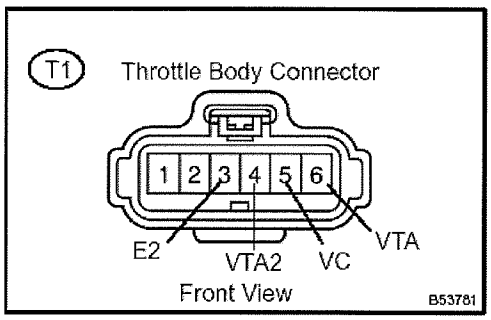
Reference (Normal condition):

Tester Display	Accelerator Pedal Fully Released	Accelerator Pedal Fully Depressed
THROTTLE POS	10 to 22%	66 to 99%
THROTTLE POS #2	2.1 to 3.1 V	4.5 to 5.0 V

WIRING DIAGRAM



3	INSPECT ECM(VC VOLTAGE)

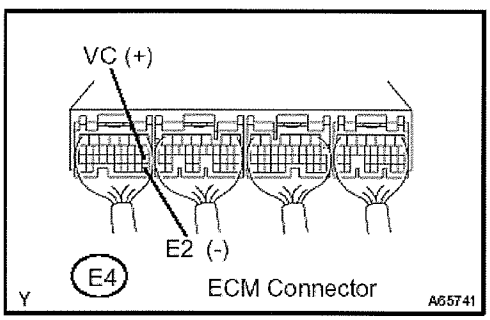


(a) Disconnect the T1 throttle body connector.
(b) Turn the ignition switch to ON.
(c) Measure the voltage between the terminals of the ECM connector.

Standard:

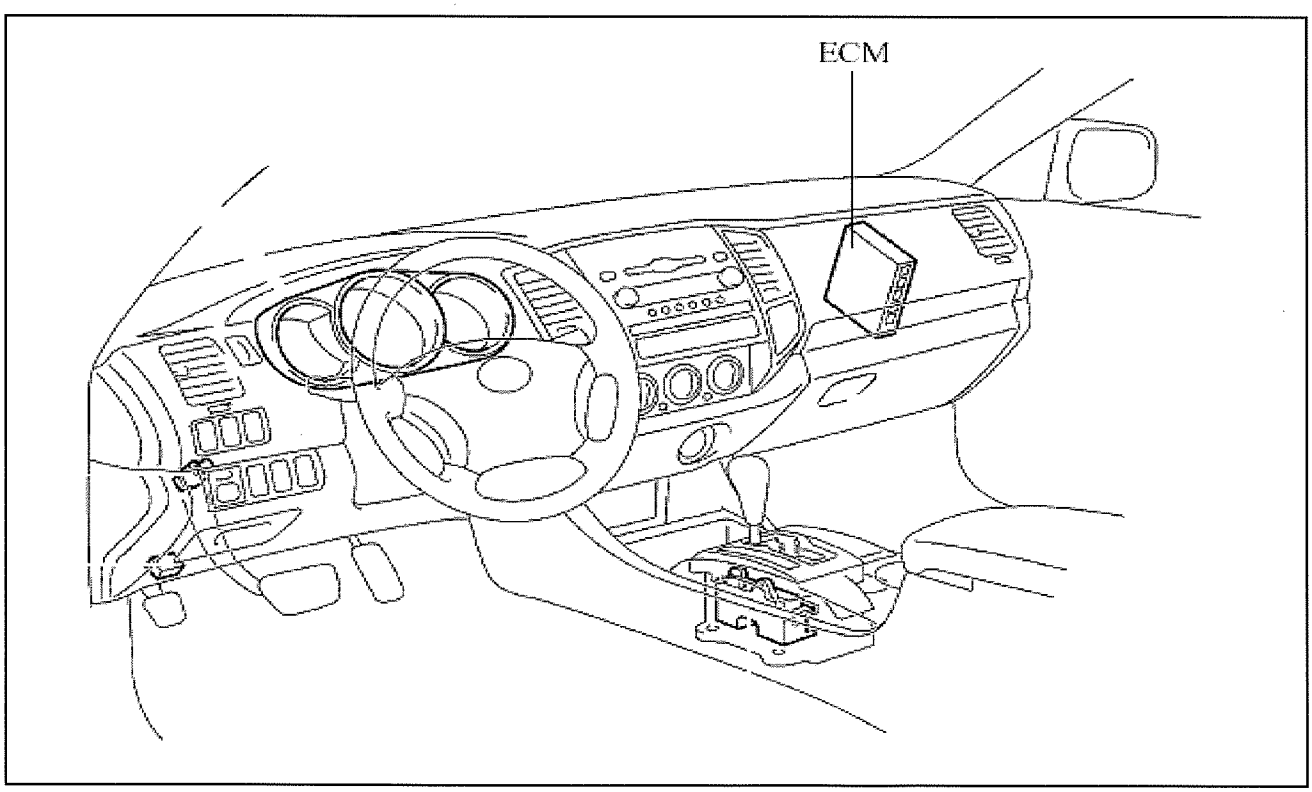
Tester Connections	Specified Conditions
VC (E4-18) - E2 (E4-28)	4.5 to 5.5 V

(d) Reconnect the throttle body connector.

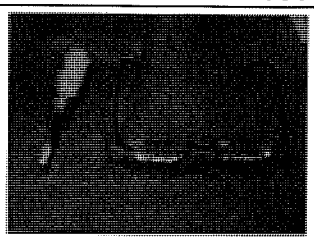
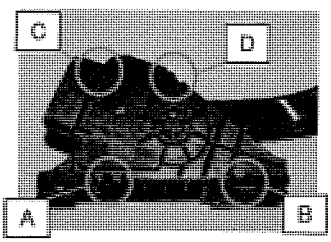
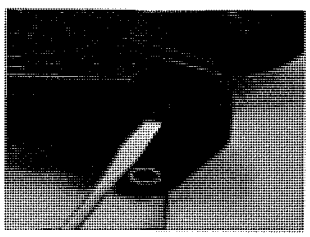
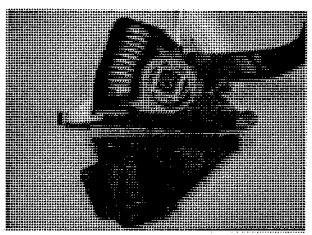
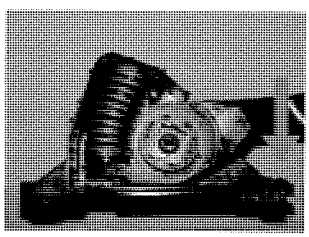
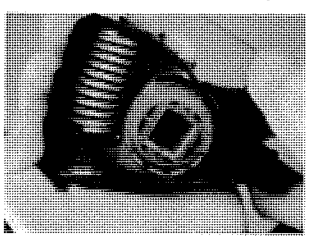
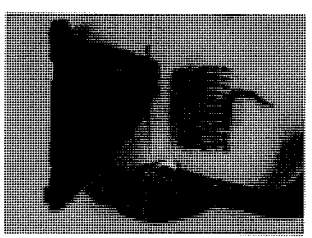
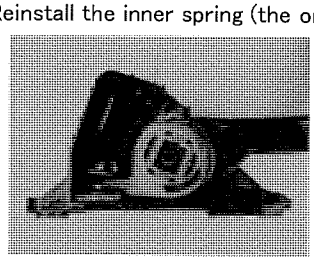
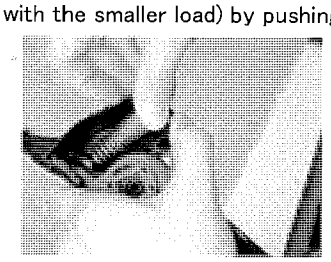
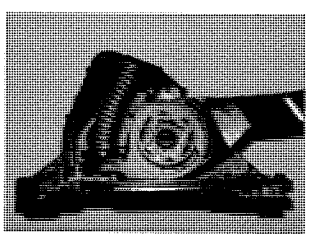
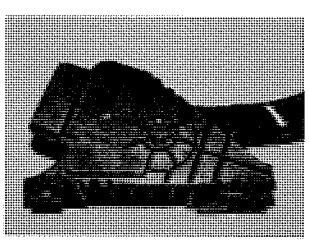
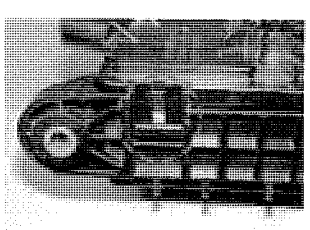


NG → **REPLACE ECM (See page 10-24)**

Layout of ECM



How to remove Accelerator Pedal Spring

No.	Process
1	Tools 1) Safety glasses 2)Straight slot screwdriver 
2	Using the screwdriver, unfit the snap-fit points A, B, C and D. Detach the sensor cover from the main body.   
3	Push the pedal in the direction represented by the arrow, and then remove the springs and the pedal. During the whole step, care should be taken to not touch the portion denoted by the dashed line.   
4	Reinstall the pedal on the shaft. Reinstall the inner spring (the one with the smaller load) by pushing it in.   
5	Reinstall the sensor cover. Verify that every snap-fit point (A, B, C and D) is firmly fitted. Carry out rewriting of the sensor software.  

Note: The reassembled parts are not included in the performance warranty.

Attachment 7-2

How to remove the energy source of Throttle Body Assembly

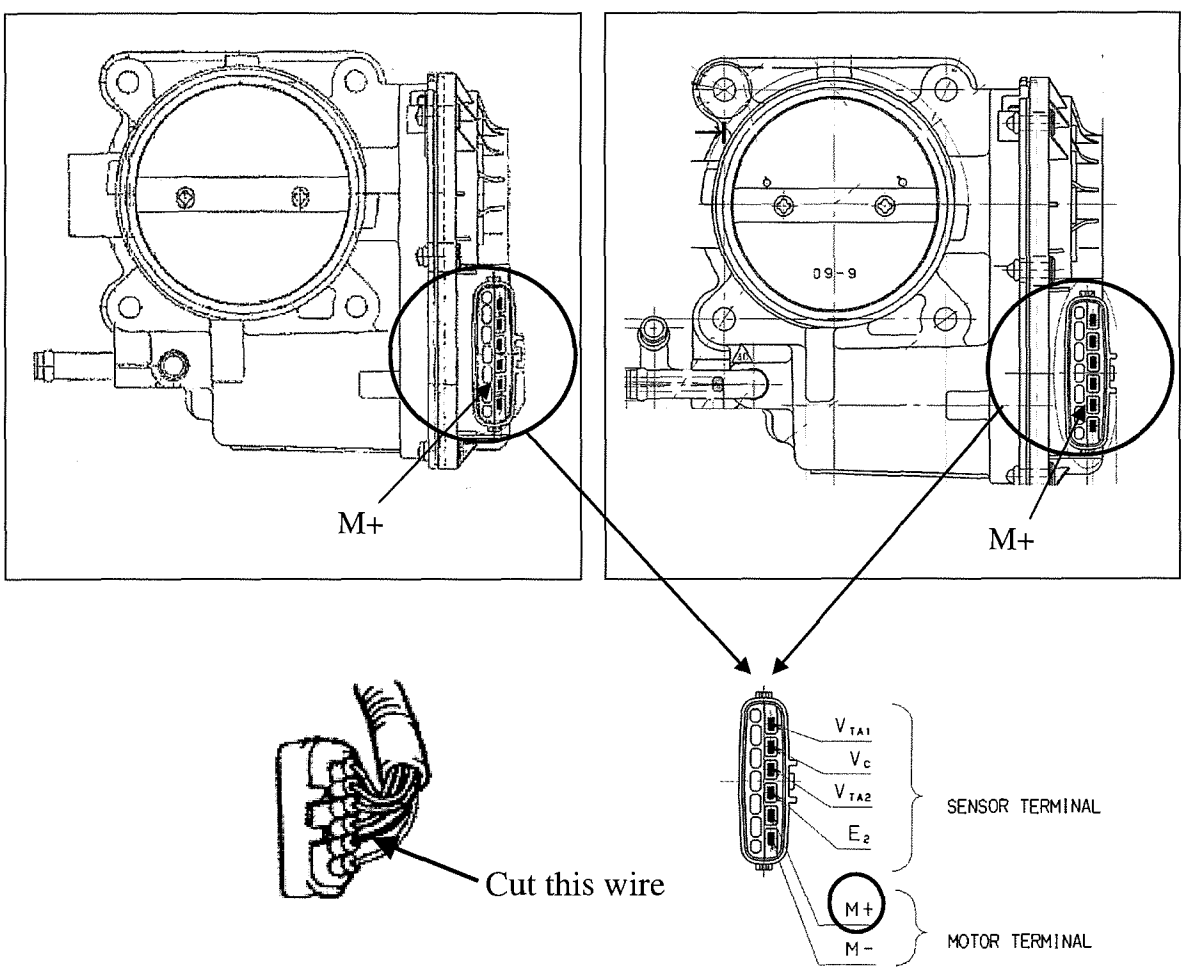
Energy source1 (Return spring):

The spring inside the throttle body is not possible to cut or remove.

Energy source2 (Throttle control motor):

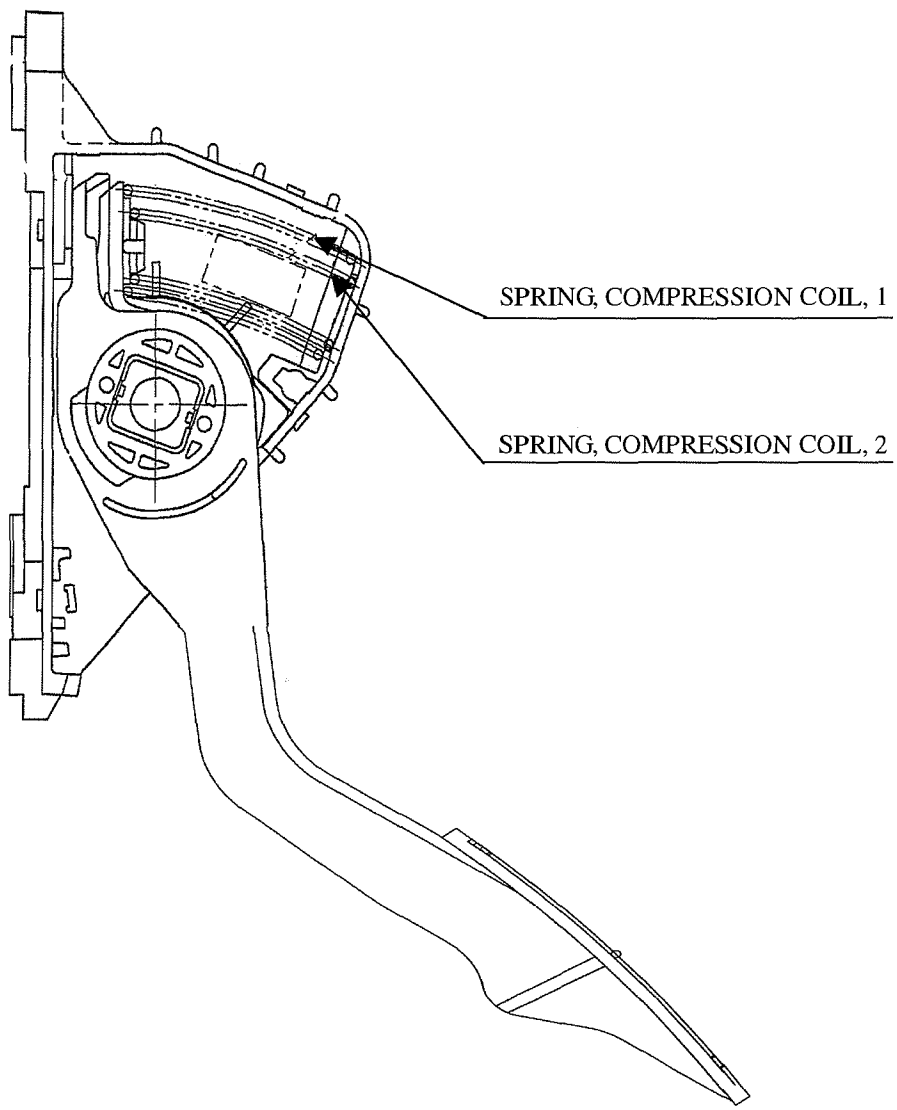
Cut the wire to M+ terminal. (See below Figure).

(1GR-FE) (2TR-FE)



Energy source of the Accelerator Pedal Assembly

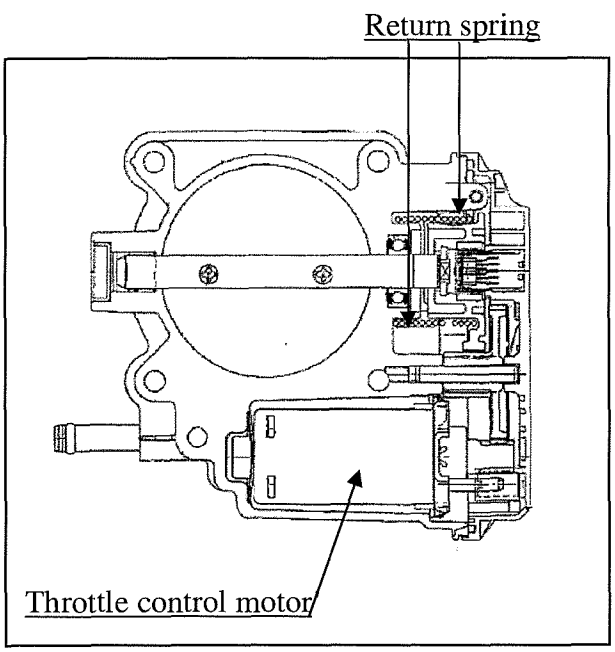
The Accelerator pedal assembly has 2 sources of energy capable of returning the throttle to the idle position (i.e.; 2 compression coil springs). The details are shown in the figure below.



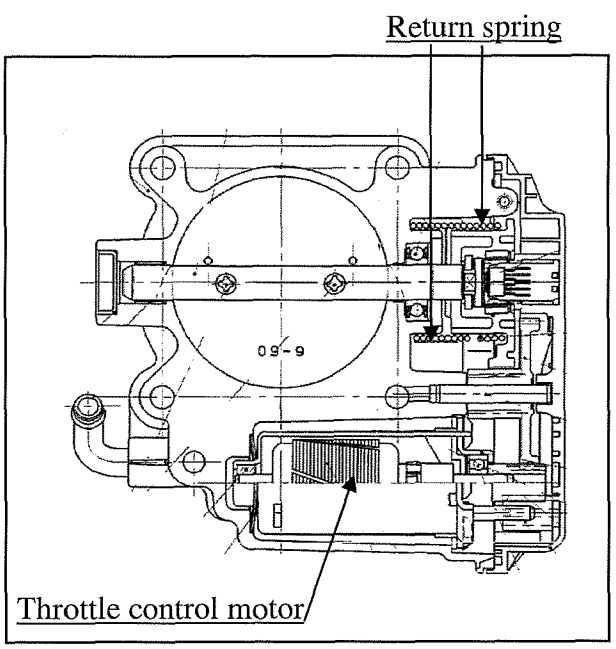
Energy source of the Throttle Body Assembly

The throttle body assembly has 2 sources of energy capable of returning the throttle to the idle position (i.e. The throttle return spring and the throttle control motor). The details are shown in the figure below.

(1GR-FE)



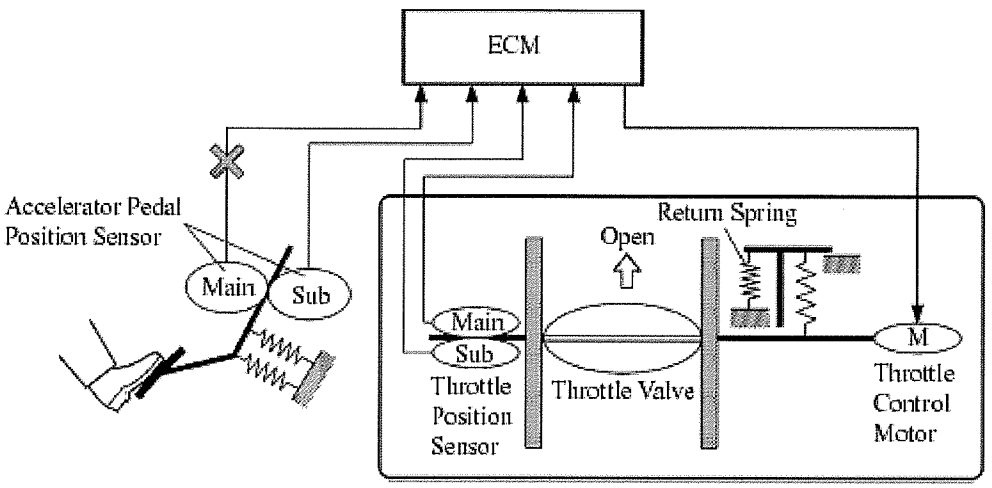
(2TR-FE)



Fail-safe of the Accelerator Pedal Position Sensor

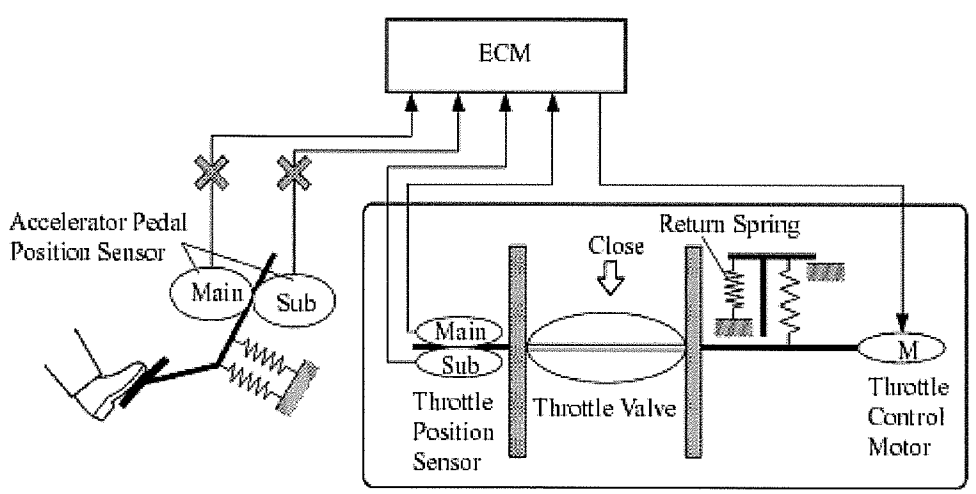
The accelerator pedal position sensor is comprised of two (Main, Sub) sensor circuits.

- If a malfunction occurs in either one of the sensor circuits, the ECM detects the abnormal signal voltage difference between these two sensor circuits and switches to the limp mode. In the limp mode, the remaining circuit is used to calculate the accelerator pedal opening, in order to operate the vehicle under limp mode control.



Throttle Body

- If both circuits malfunction, the ECM detects the abnormal signal voltage from these two sensor circuits and discontinues the throttle control. At this time, the vehicle can be driven within its idling range.

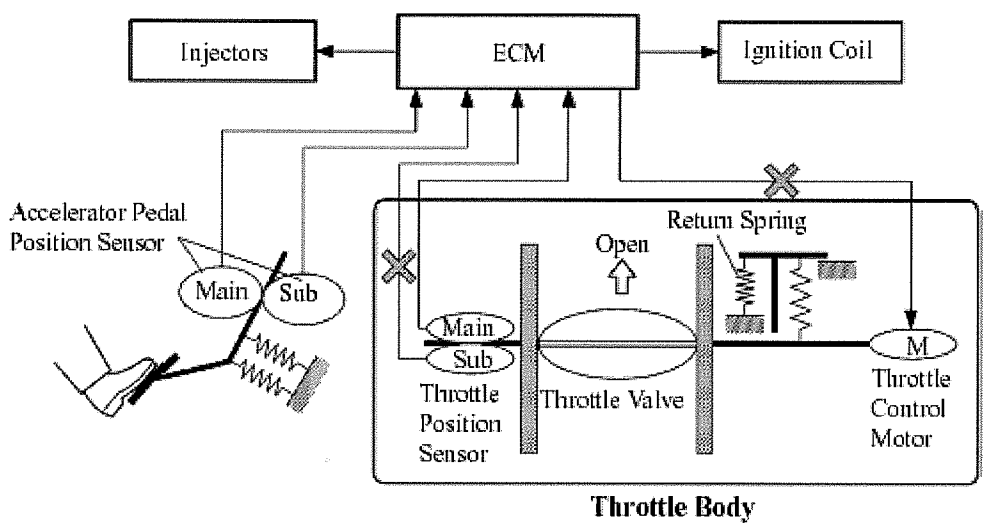


Throttle Body

Fail-safe of the Throttle Position Sensor

The throttle position sensor is comprised of two (Main, Sub) sensor circuits.

- If a malfunction occurs in either one of the sensor circuits, the ECM detects the abnormal signal voltage difference between these two sensor circuits, cuts off the current to the throttle control motor, and switches into the limp mode.
- Then, the force of the return spring causes the throttle valve to return and stay at the prescribed opening. At this time, the vehicle can be driven in limp mode while the engine output is regulated through the control of the fuel injection and ignition timing in accordance with the accelerator opening.
- The same control as above is effected if the ECM detects a malfunction in the throttle control motor system.

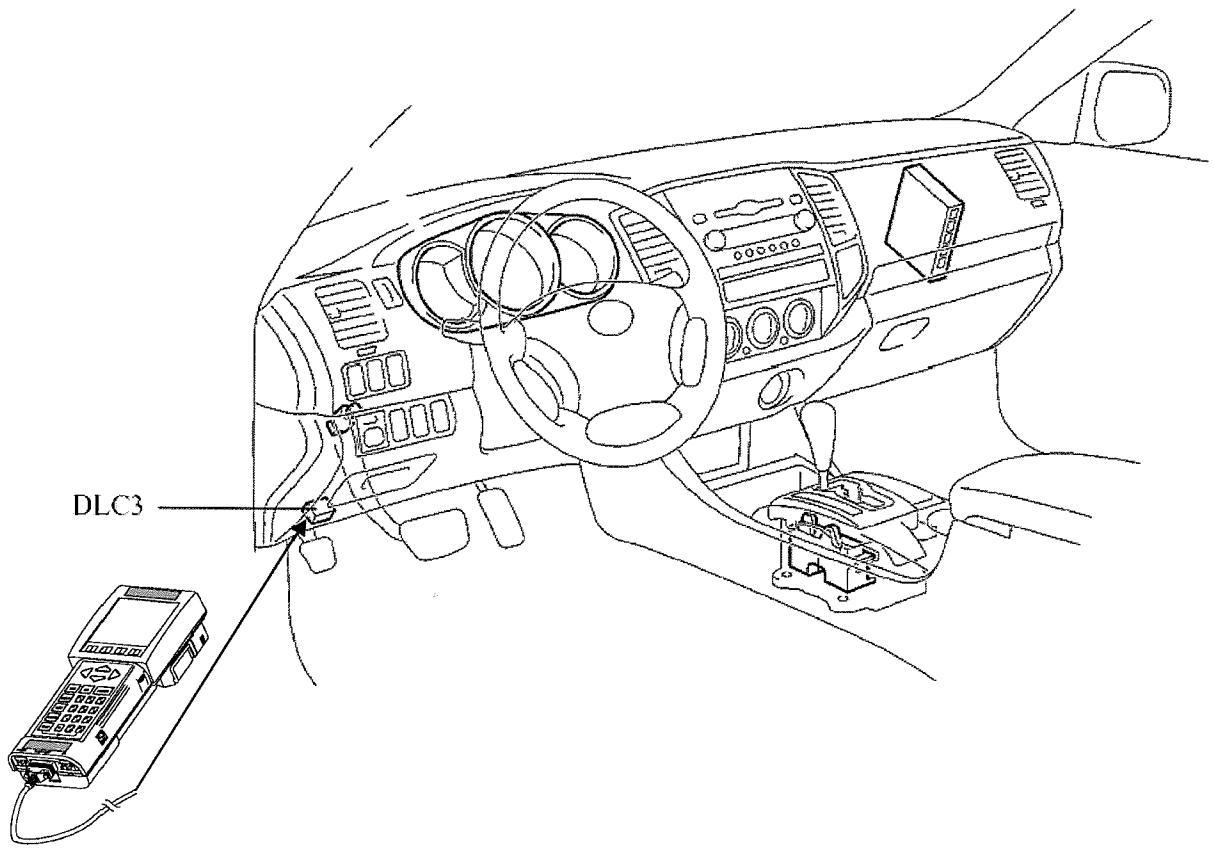


Throttle Body

D13N10

Instructions Regarding Engine RPM Recording

Equipment: Diagnostic Tester (Part number 0200-2309)
Procedure:
(1) Connect the diagnostic tester to the DLC3 (Date Link Connector 3 (i.e.; ODB II connector)).
(2) Start engine.
(3) Check the engine speed status on the tester screen.



Diagnostic tester

From: Melissa Hoffman/=WDC/Toyota_NY. Sent:10/23/2007 7:33 AM.

To: [-] ctinto@tma.toyota.com;csantucci@tma.toyota.com.

Cc: [-] .

Bcc: [-] .

Subject: Harry Thompson Letter As Requested.

~~~~~~

Melissa N. Hoffman, Administrative Specialist
Technical and Regulatory Affairs
Toyota Motor North America, Inc.
Phone (202) 463-6839 Fax: (202) 463-8513
email: MHoffman@tma.toyota.com

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TOYOTA

TOYOTA MOTOR NORTH AMERICA, INC.

WASHINGTON OFFICE
601 THIRTEENTH STREET, NW, SUITE 910 SOUTH, WASHINGTON, DC 20005
TEL: (202) 775-1700
FAX: (202) 463-8513

October 23, 2007

Mr. Harry Thompson
Chief, Crash Avoidance Division (NVS-221)
Office of Vehicle Safety Compliance, Room W43-481
National Highway Traffic Safety Administration
1200 New Jersey Ave, S.E.
Washington, D.C. 20590

Re: NVS-221SSe/OA-124-070921

Dear Mr. Thompson:

On behalf of Toyota Motor Corporation (TMC), I am submitting the enclosed information in response to your September 26, 2007 letter [NVS-221SSe/OA-124-070921] regarding FMVSS 124 compliance testing of the 2007 MY Toyota Tacoma.

Should you have any questions about this information, please contact Mr. Chris Santucci at (202) 775-1707.

Sincerely,

Chris Tinto
Vice President
TOYOTA MOTOR NORTH AMERICA, INC.

CT:cs
Enclosure

TOYOTA'S RESPONSE TO
NHTSA'S REQUEST ON FMVSS No. 124 FOR
THE 2007 TOYOTA TACOMA
(NVS-221SSe/OA-124-070921)

1. The number of MY 2007 Tacoma Pickups sold in the U.S. market to the date of this letter, broken down by engine type (4 or 6 cylinders), transmission (Manual or Automatic), and drive (2 or 4 wheel drive).

Response 1.
The number of the vehicles sold in the U.S. market is set forth in Table 1 below:

Engine type	Drive type	Transmission				Total
		Manual		Automatic		
		5-speed	6-speed	4-speed	5-speed	
2TR-FE (4 cylinder)	2WD	11,255	0	29,423	0	165,822
	4WD	8,101	0	0	0	
1GR-FE (6 cylinder)	2WD	0	2,712	0	56,640	
	4WD	0	9,090	0	48,601	

Table 1

2. A copy of the test reports and any other data used to certify each of the vehicles identified in item no. 1 to FMVSS 124. It is important that data traces for measured outputs versus time be included.

Response 2.
The summary reports are provided as Attachments 1-1 through 1-4.

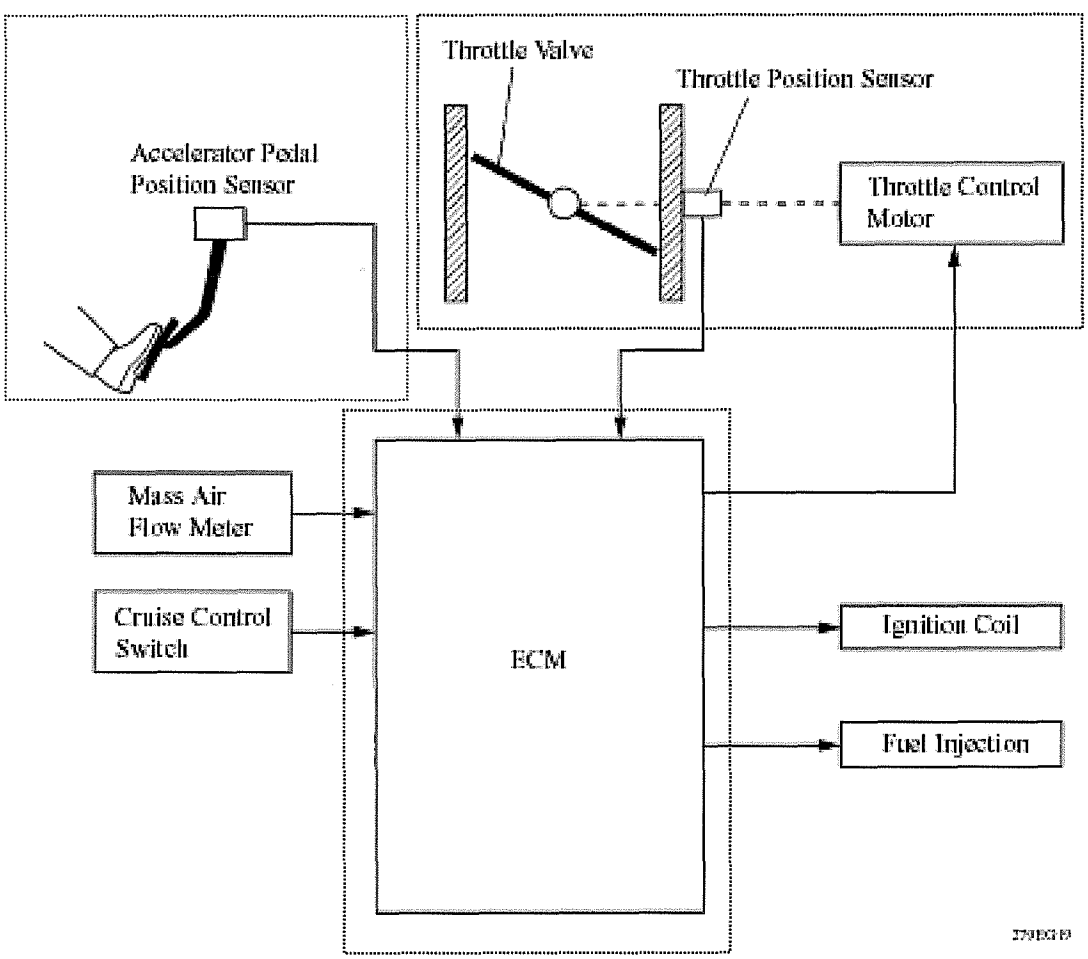
3. Please complete the enclosed standardized vehicle information/test specifications FORM 12.

Response 3.
The requested FORM 12 is provided as Attachment 2

Test data for FMVSS No.124 Compliance Test
Vehicle Model: 2007 Toyota Tacoma

In the case of the Toyota Tacoma, no cable is connected between the accelerator pedal and the throttle valve because the throttle valve of the engine is controlled electrically by the electric throttle control system. Therefore, Toyota assures that the Tacoma vehicles conform to FMVSS124 by conducting compliance confirmation tests (refer to Table 1), which are necessary for each component shown in Figure 1.

Figure 1: Electronic Throttle Control System



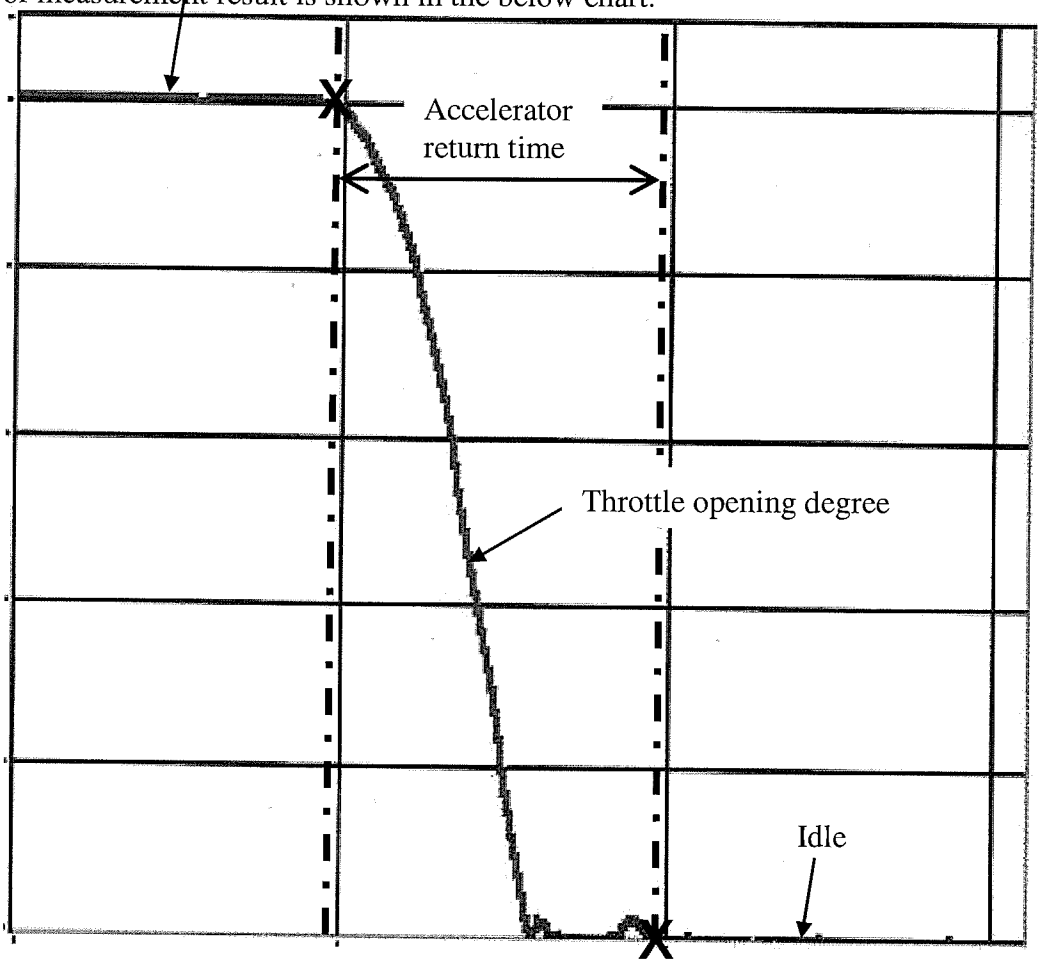
The compliance confirmation result for each component is submitted as Attachments 1-2 through 1-4. In addition, a summary of the confirmation for each component is shown in Table 1.

Table 1: Contents of confirmation for each component

Components	Contents of confirmation	Attachment #
Accelerator Pedal	It is confirmed that the accelerator pedal returns to the idle position when either one of the two return springs doesn't function. (Return time is confirmed by the Accelerator Pedal Position Sensor signal.)	Attachment 1-2
Throttle Body Assembly w/motor	It is confirmed that the throttle valve returns to the idle position when a return spring doesn't function or the signal to throttle control motor is interrupted. (Return time is confirmed by the Throttle Position Sensor signal.)	Attachment 1-3
ECM	When the accelerator pedal is returned to the rest or "idle" position, an electric motor ensures the throttle valve returns to the equivalent of an engine idle condition. If an electrical problem occurs in the control system, it is confirmed that the Engine Control Module (ECM) returns the throttle valve to the equivalent of an engine idle condition.	Attachment 1-4

How to measure accelerator return time

The return time is the time that the throttle valve closes from the wide open throttle to the idle position. The throttle opening degree is measured by detecting output-signal from Throttle Position Sensor. Example of measurement result is shown in the below chart.



Example of measurement result

Attachment 1-2

Technical Report Summary

Report No. : R0408-0100
Report Date: August 3, 2004

Title : Accelerator control systems test of 2007 model Tacoma
Sub-title : Compliance testing for FMVSS 124

1. Purpose : The purpose of this test is to investigate conformity of the 2003 model GX470 to FMVSS 124.

2. Conclusion : The 2003 model GX470 conforms to the performance requirements of FMVSS 124.

3. Test results (Summary):
   (1) Test conditions
      (a) Test date : August 1, 2002
      (b) Test part : Pedal, Module Accelerator (78120-60350)

   (2) Test result
   Return time*1 m sec

Return spring condition / Pedal release operation	Low temperature test (temp: -40 °C)		Normal temperature test (temp: 25 °C)		Pass or Fail
	Normal	Abnormal*2	Normal	Abnormal*2	
Inner spring disconnected	96	70	85	70	Pass
Outer spring disconnected	90	90	97	88	Pass

*1: The return time was measured by detecting the output-signal from the Accelerator Position Sensor.
*2: The operator releases the accelerator pedal by sliding his foot to the side from the W.O.T. position.

Comment : The 2007 model Tacoma can be carried over from the 2003 model GX470 for accelerator control performance.

Technical Report Summary

Report No. : R0505-0753
Report Date: May 26, 2005

Title : Accelerator control systems test of CCC21 type throttle body
Sub-title : Compliance testing for FMVSS 124

1. Purpose : The purpose of this test is to investigate conformity of the throttle body (CCC21 type) to FMVSS 124.

2. Conclusion : The applicable throttle body conforms to the performance requirements of FMVSS 124.

3. Test results (Summary) :

(1) Test conditions

(a) Test date : April, 2003

(b) Test part : 22030-31010 (BODY ASSY, THROTTLE W/MOTOR) CCC21 type

(2) Test result

Return time*1 m sec

Throttle body condition	Low temperature test (temp: -40°C)	Normal temperature test (temp: 25°C)	Pass or Fail
Shut down current to throttle control motor *2	620	196	Pass
Throttle return spring disconnected	131	184	Pass

*1: The return time was measured by detecting the output-signal from the Throttle Position Sensor.

*2: The return time was measured when the current to the throttle control motor was shut down.

Comment : The structure of the 2007 model Tacoma throttle body is the same as the CCC21 type.

Technical Report Summary

Title : ECM (Engine Control Module) test
Sub-title : Compliance testing for FMVSS 124

1. Purpose : The purpose of this test is to investigate conformity of the 2005 model Prius to FMVSS 124

2. Conclusion : The 2005 model Prius conforms to the performance requirements of FMVSS 124

3. Test results (Summary):
   (1) Test conditions
      (a) Test date : April 12 and 13, 2004
      (b) Test part : Computer, Engine Control (89661-47100)

   (2) Test result

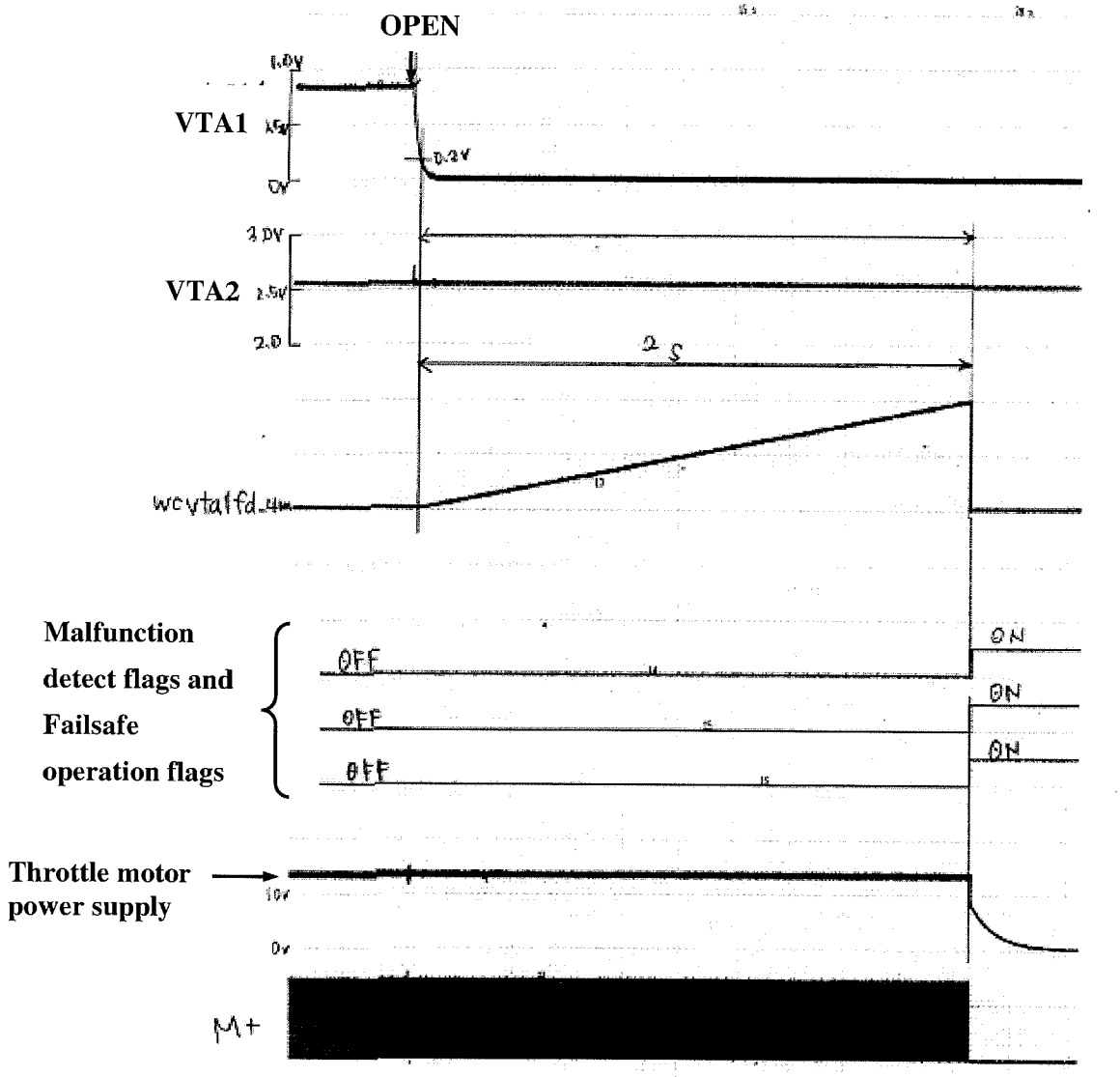
Failure Mode	Fail-safe Condition	Pass or Fail
Throttle position sensor circuit open	Shut down the power supply of throttle control motor	Pass
ECM internal circuit open	Shut down the output of Throttle control motor	Pass

Comment : Part of the fail-safe operation charts of is attached to the next page for your reference.

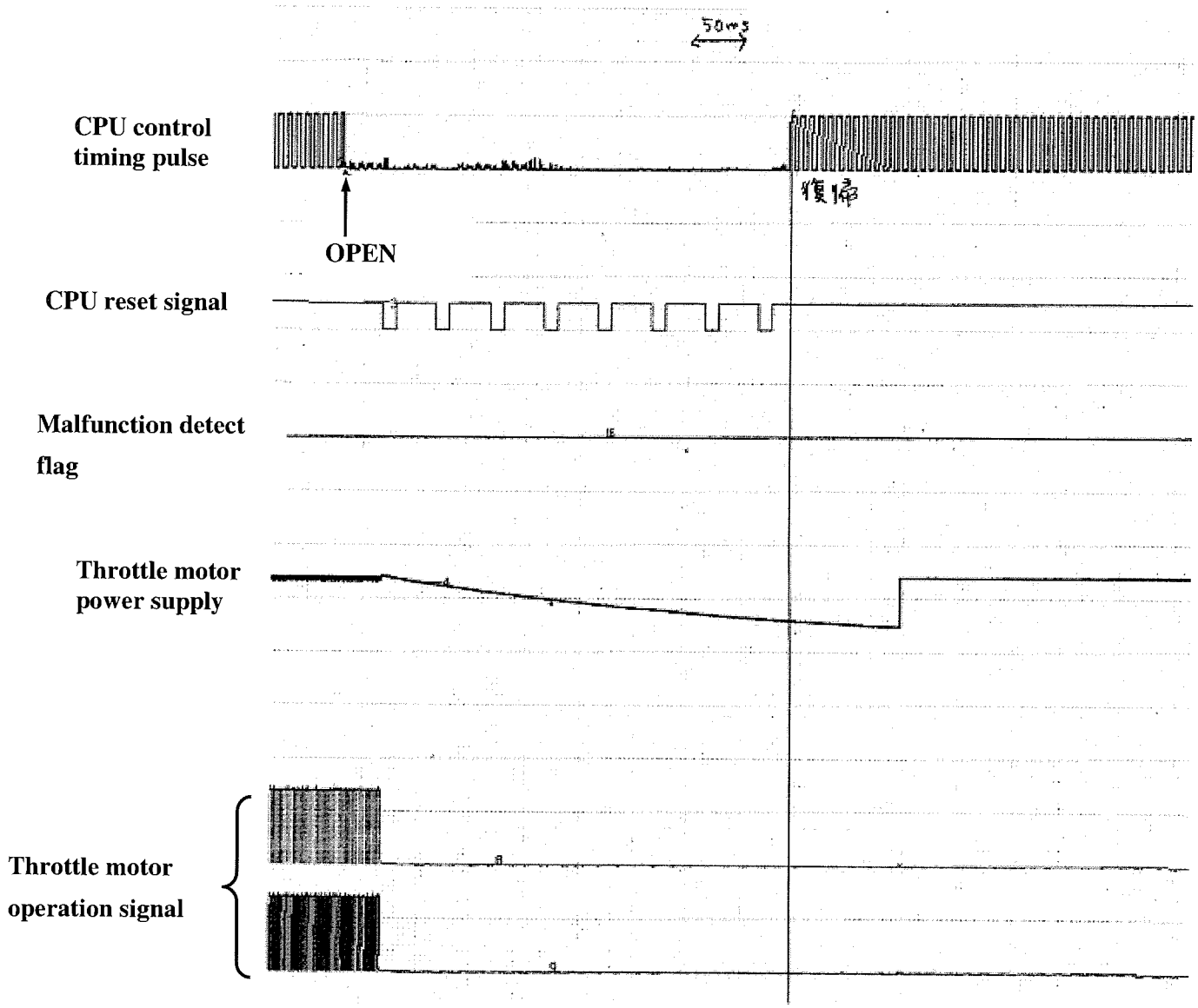
The 2007 model Tacoma can be carried over from the 2005 model Prius for accelerator control performance.

Fail-safe operation timing chart

VTA1 Throttle Position Sensor Circuit Open



Fail-safe operation timing chart
ECM Internal Circuit Open



VEHICLE INFORMATION/TEST SPECIFICATIONS
FMVSS 124 - Accelerator Control Systems

Requested Information:

1.) A sketch of the driver operated accelerator control system (ACS) starting from the accelerator pedal up to and including the fuel metering device (carburetor, fuel injectors, fuel distributor, or fuel injection pump).

Response 1.

The 2007 Toyota Tacoma has four ACSs: ACS with 2TR-FE engine and cruise control, ACS with 2TR-FE engine without cruise control, ACS with 1GR-FE engine and cruise control and ACS with 1GR-FE engine without cruise control. The driver operated ACS consists of the accelerator pedal, throttle body and cruise control. If the engine is the same, the accelerator pedal and the throttle body for ACS with cruise control and ACS without cruise control are the same. The sketches of the ACS are provided as Attachment 3. In addition, a sketch of the fuel system is provided as Attachment 4.

2.) For Normal ACS operation, the method utilized to determine the engine idle state (air throttle plate position, fuel delivery rate, other).

Response 2.

For Normal ACS operation, the method utilized to determine the engine idle state is the Throttle Valve Position. A sketch of the Throttle Valve is provided as drawing (B) in Attachment 5.

3.) For Fail-Safe operation of the ACS (disconnection or severance), the method utilized to determine return of engine power to the idle state (air throttle plate position, fuel delivery rate, air intake, engine rpm, other)

Response 3.

For Fail-Safe operation of the ACS (disconnection or severance), the method utilized to determine return of engine power to the idle state is the throttle body return spring and throttle control motor, shown as drawing (D) in Attachment 5.

4.) Is the vehicle ACS equipped with any of the following:
   A. Accelerator Pedal Position Sensor (APS)
   B. Throttle Plate Position Sensor (TPS)
   C. Electronic Control Module (ECM)
   D. Air throttle plate actuator motor

Response 4.
The 2007 Toyota Tacoma ACS is equipped with APS, TPS, ECM and Air throttle plate actuator motor, as shown in Attachment 5.

5.) If air throttle plate equipped, is there a procedure which can be utilized by the test laboratory to measure the position of the throttle plate by tapping into the TPS or ECM? If so, please describe.

Response 5.
The 2007 Toyota Tacoma is equipped with the air throttle plate. We normally call the air throttle plate "the throttle valve". A sketch of the air throttle plate (i.e.; throttle valve) is provided as drawing (B) in Attachment 5. The procedure that can be utilized by the test laboratory to measure the position of the throttle plate (i.e.; throttle valve) by tapping into the ECM is provided as Attachment 6.

6.) Point(s) chosen to demonstrate compliance with FMVSS 124 for single point disconnect and severance.

Response 6.
We choose 4 points (i.e.; two accelerator pedal springs, one throttle body return spring and one throttle control motor) to demonstrate compliance with FMVSS 124. The procedure for removing the accelerator pedal spring is provided as Attachment 7-1. The spring inside the electrical throttle body and throttle control motor are not possible to cut or remove, as shown in Attachment 7-2.

7.) Where applicable, were connections in the ACS beyond the ECM such as the fuel injectors tested for disconnection and severance. If yes, provide details.

Response 7.
The connections in the ACS beyond the ECM such as the fuel injectors weren't tested for disconnection and severance.

8.) Where applicable, were idle return times tested for electrical severance accompanied by shorting to ground? If yes, please provide details.

Response 8.
The idle return times weren't tested for electrical severance accompanied by shorting to ground.

9.) All sources of return energy (springs) for the accelerator pedal and if applicable, the air throttle plate.

Response 9.
The 2007 Toyota Tacoma has 2 sources of energy (i.e.; two accelerator pedal springs, throttle body return spring and throttle control motor) capable of returning the throttle to the idle. Details on the energy sources are provided as Attachment 8.

10.) If fuel delivery rate is used to demonstrate return to idle state, provide:
A. The method used to measure this signal i.e. connection to standard SAE J1587 data bus.
B. Equipment required to measure signal.
C. Fuel rate signal output range at the idle state.

Response 10.
The fuel delivery rate isn't used to demonstrate return to idle state.

11.) Is the ACS equipped with a limp home mode? If yes, provide operation description.

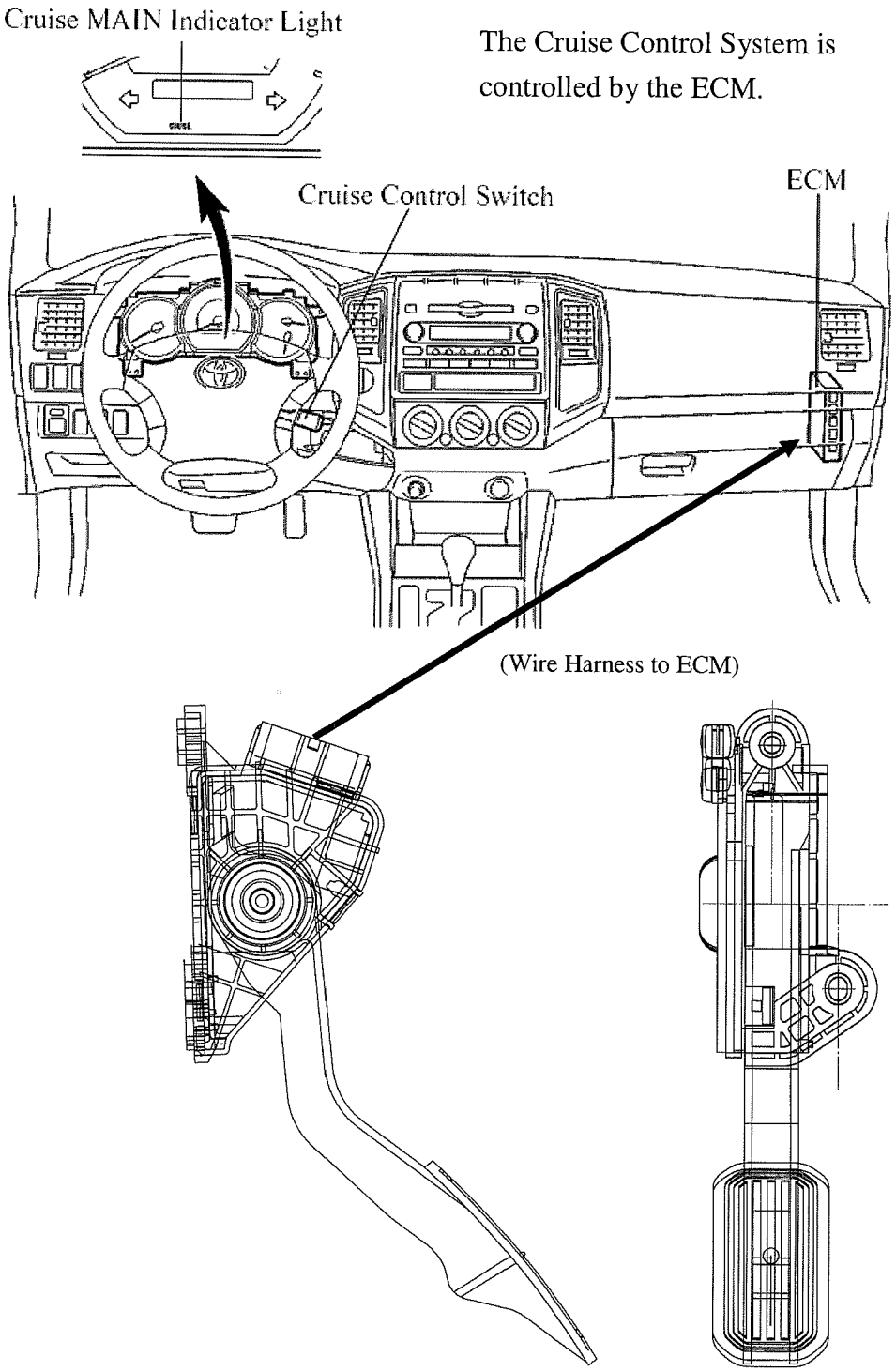
Response 11.
Yes, the ACS is equipped with a limp home mode, as shown in Attachment 9.

12.) Method by which the test laboratory can record engine RPM by connection to ECM, OBD connector, etc.

Response 12.
The method for recording engine RPM is provided as Attachment 10.

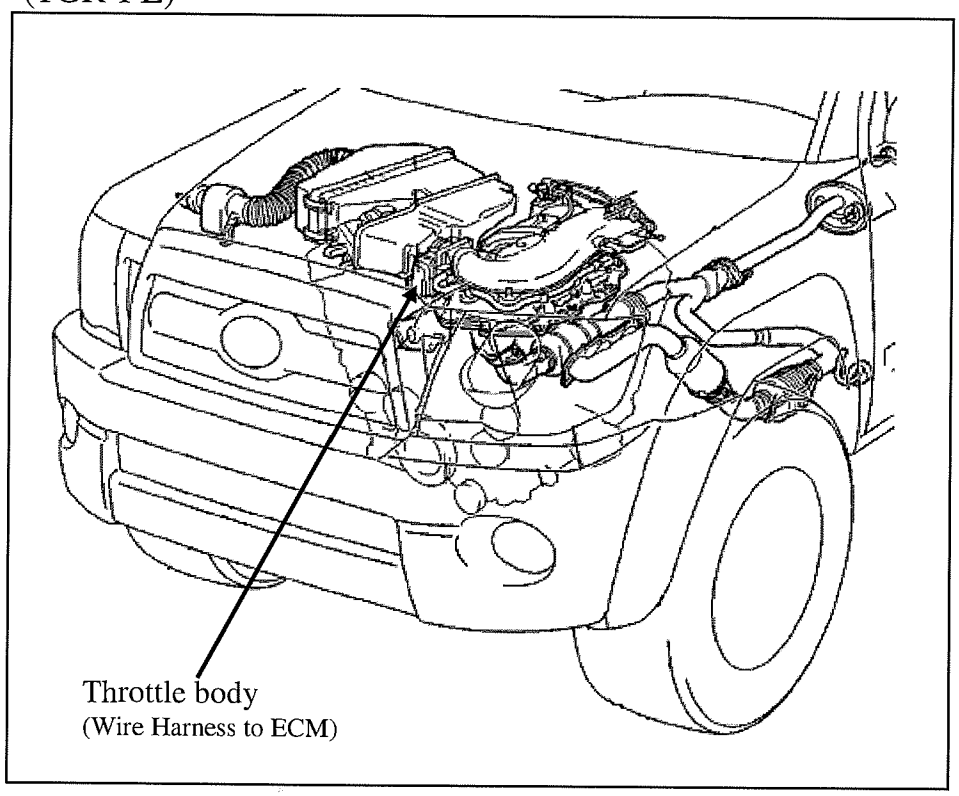
Accelerator Control System

<Accelerator pedal>

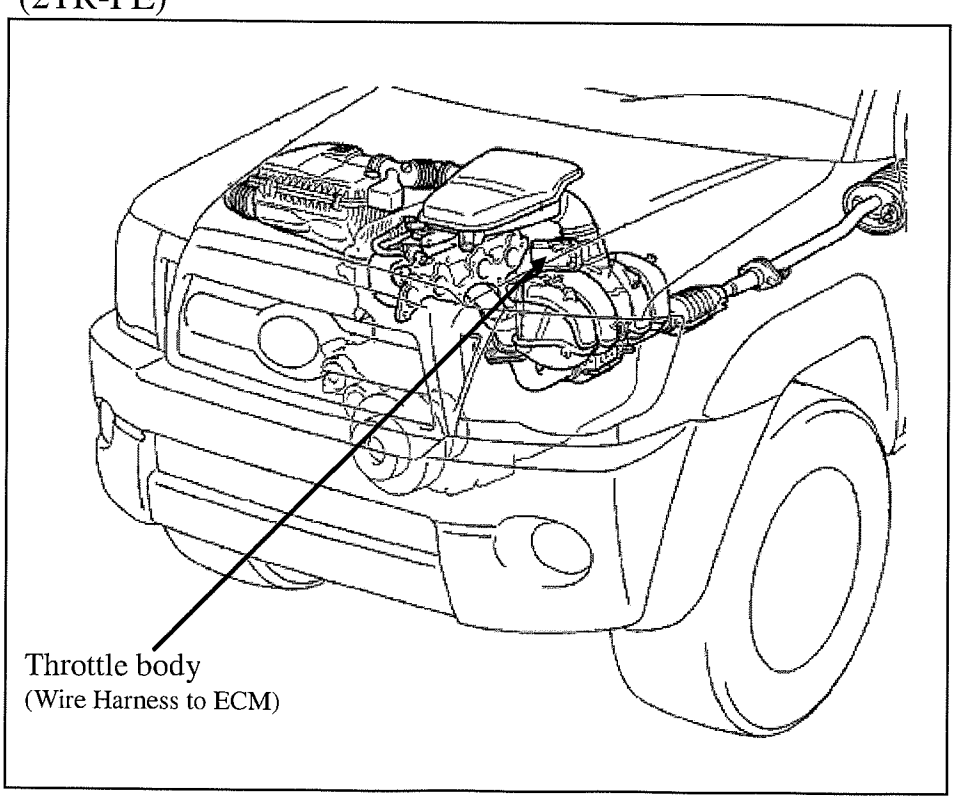


<Throttle Body>

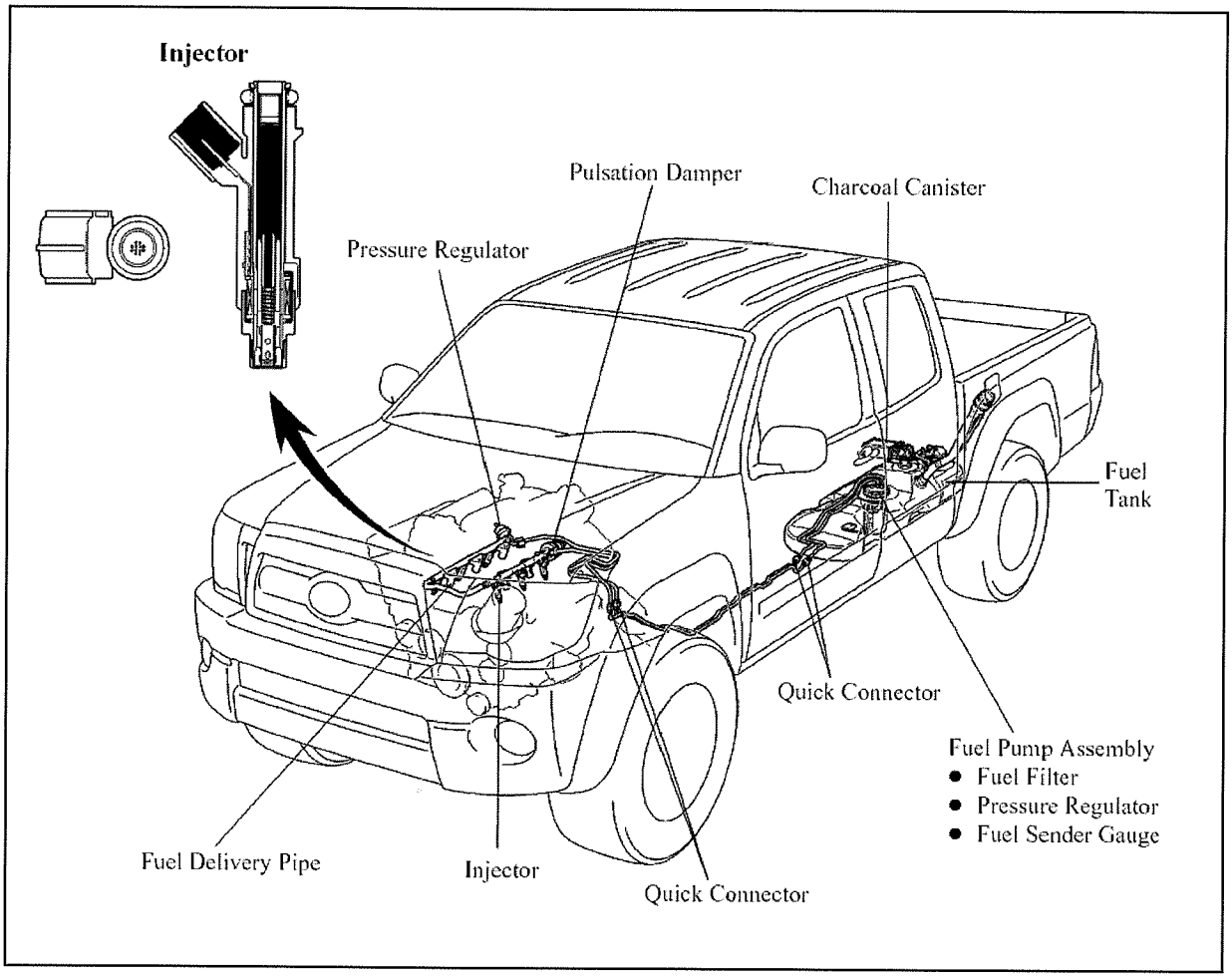
(1GR-FE)



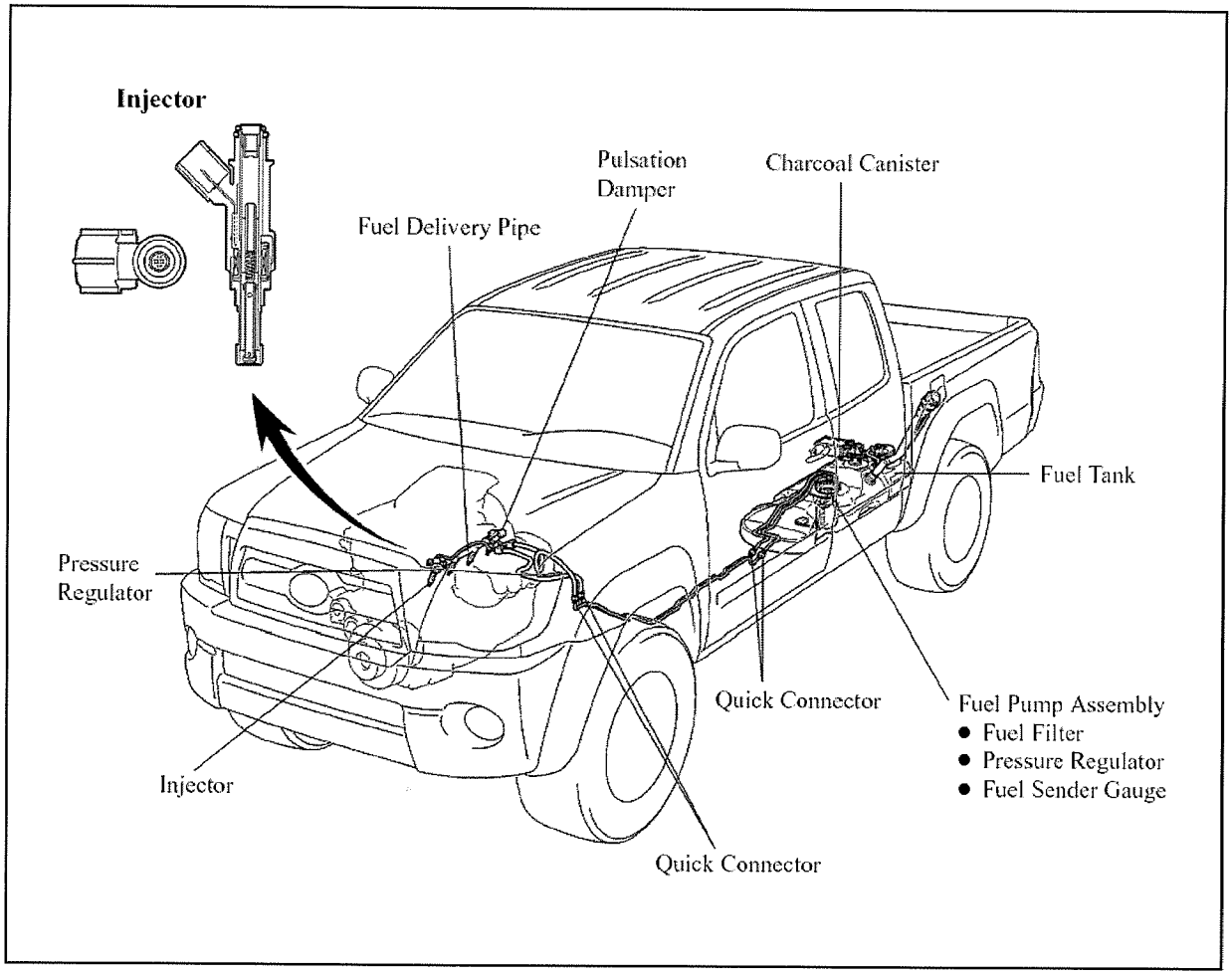
(2TR-FE)



Fuel system for the 2007MY Tacoma (1GR-FE)

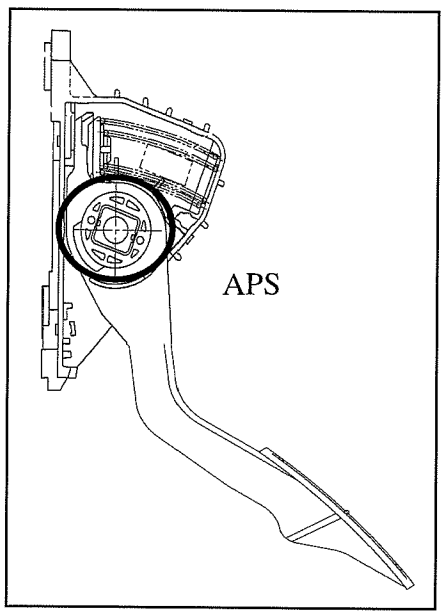


Fuel system for the 2007MY Tacoma (2TR-FE)



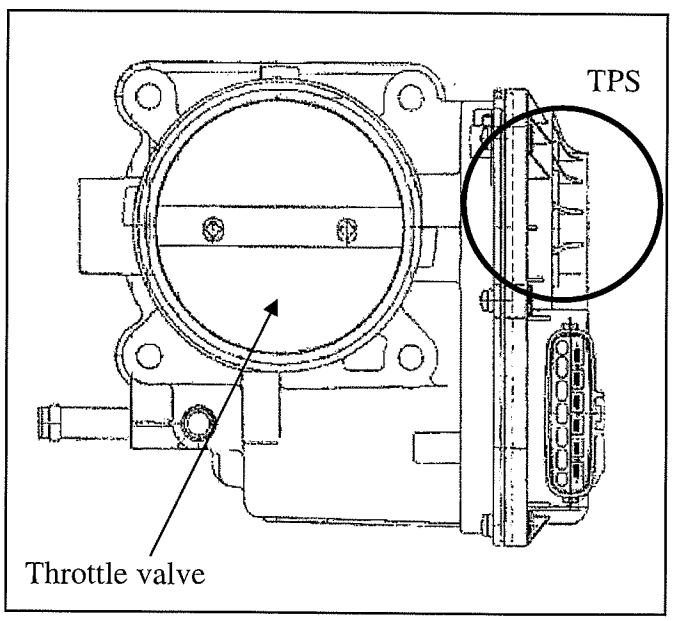
Components of the Accelerator Pedal Position Sensor

(A) Accelerator Pedal Position Sensor (APS)

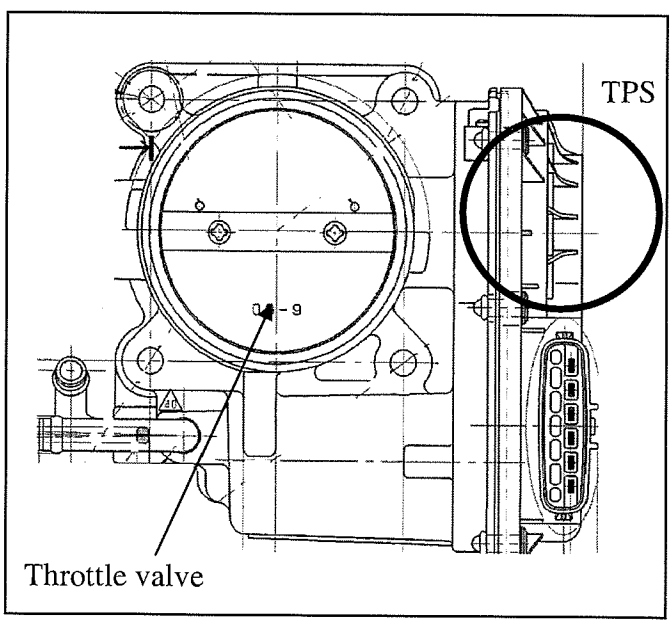


(B) Throttle Position Sensor (TPS)

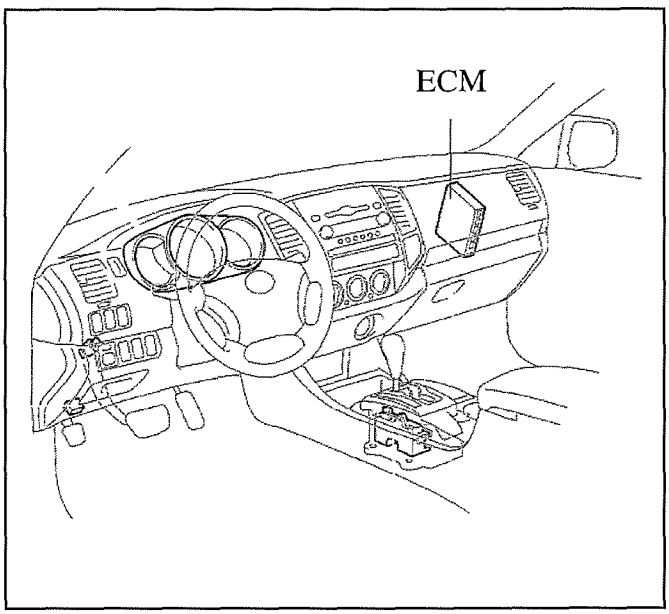
(1GR-FE)



(2TR-FE)

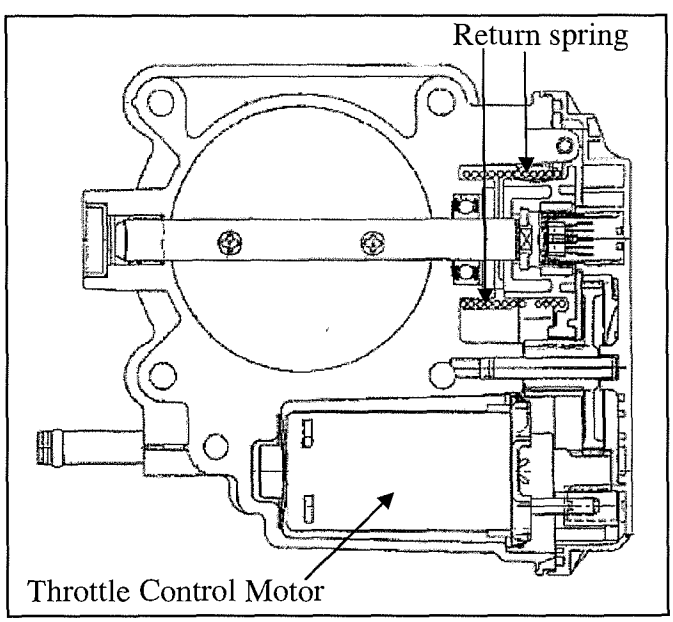


(C) Electronic Control Module (ECM)

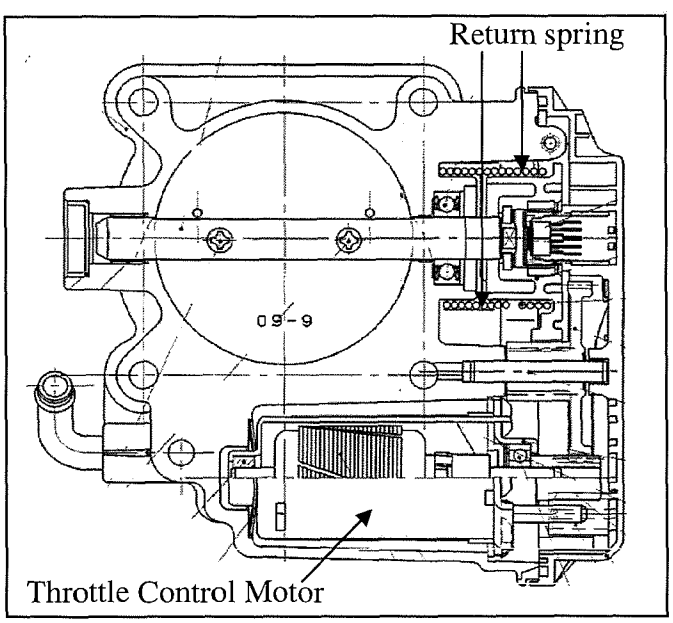


(D) Air throttle plate actuator motor (Throttle Control Motor)

(1GR-FE)



(2TR-FE)



How to measure the opening angle of the throttle valve (1GR-FE)

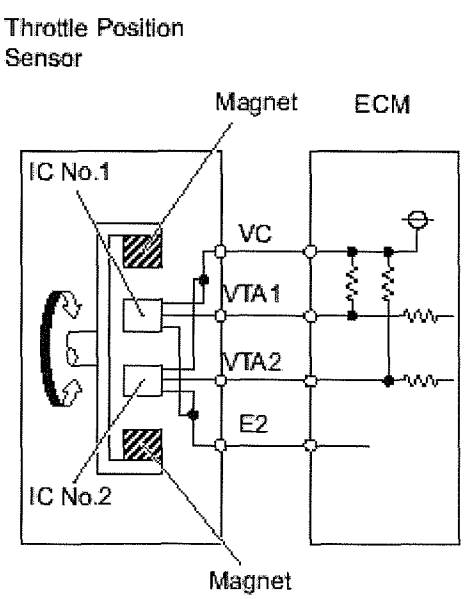
As for the method of detecting the signal, we are providing the related parts of the repair manual.

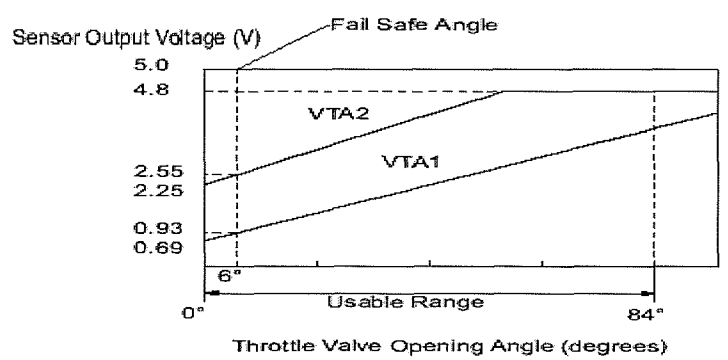
DTC	P0120	Throttle / Pedal Position Sensor / Switch "A" Circuit
DTC	P0122	Throttle / Pedal Position Sensor / Switch "A" Circuit Low Input
DTC	P0123	Throttle / Pedal Position Sensor / Switch "A" Circuit High Input
DTC	P0220	Throttle / Pedal Position Sensor / Switch "B" Circuit
DTC	P0222	Throttle / Pedal Position Sensor / Switch "B" Circuit Low Input
DTC	P0223	Throttle / Pedal Position Sensor / Switch "B" Circuit High Input
DTC	P2135	Throttle / Pedal Position Sensor / Switch "A" / "B" Voltage Correlation

HINT:
These DTCs relate to the Throttle Position (TP) sensor.

DESCRIPTION

This ETCS (Electronic Throttle Control System) does not use a throttle cable. The Throttle Position (TP) sensor is mounted on the throttle body, and detects the opening angle of the throttle valve. This sensor is a non-contact type, and uses Hall-effect elements, in order to yield accurate signals, even in extreme driving conditions, such as at high speeds as well as very low speeds.
The TP sensor has two sensor circuits which each transmits a signal, VTA1 and VTA2. VTA1 is used to detect the throttle valve angle and VTA2 is used to detect malfunctions in VTA1. The sensor signal voltages vary between 0 V and 5 V in proportion to the throttle valve opening angle, and are transmitted to the VTA terminals of the ECM.
As the valve closes, the sensor output voltage decreases and as the valve opens, the sensor output voltage increases. The ECM calculates the throttle valve opening angle according to these signals and controls the throttle actuator in response to driver inputs. These signals are also used in calculations such as air-fuel ratio correction, power increase correction and fuel-cut control.





Note:
The throttle Valve opening angle detected by the sensor terminal VTA1 is expressed as percentages.
Between 10 % and 24 %: Throttle valve fully closed
Between 66 % and 96 %: Throttle valve fully open
Approximately 19 %: Fail-safe angle (6°)

DTC No.	DTC Detection Conditions	Trouble Areas
P0120	Output voltage of VTA1 quickly fluctuates beyond lower and upper malfunction thresholds for 2 seconds (1 trip detection logic)	• Throttle Position (TP) sensor (built into throttle body) • ECM
P0122	Output voltage of VTA1 0.2 V or less for 2 seconds (1 trip detection logic)	• TP sensor (built into throttle body) • Short in VTA1 circuit • Open in VC circuit • ECM
P0123	Output voltage of VTA1 4.535 V or more for 2 seconds (1 trip detection logic)	• TP sensor (built into throttle body) • Open in VTA1 circuit • Open in E2 circuit • Short between VC and VTA1 circuits • ECM
P0220	Output voltage of VTA2 quickly fluctuates beyond lower and upper malfunction thresholds for 2 seconds (1 trip detection logic)	• TP sensor (built into throttle body) • ECM
P0222	Output voltage of VTA2 1.75 V or less for 2 seconds (1 trip detection logic)	• TP sensor (built into throttle body) • Short in VTA2 circuit • Open in VC circuit • ECM
P0223	Output voltage of VTA2 4.8 V or more, and VTA1 between 0.2 V and 2.02 V, for 2 seconds (1 trip detection logic)	• TP sensor (built into throttle body) • Open in VTA2 circuit • Open in E2 circuit • Short between VC and VTA2 circuits • ECM
P2135	Either condition (a) or (b) met (1 trip detection logic) (a) Difference between output voltages of VTA1 and VTA2 0.02 V or less for 0.5 seconds or more (b) Output voltage of VTA1 0.2 V or less, and VTA2 1.75 V or less, for 0.4 seconds or more	• Short between VTA1 and VTA2 circuits • TP sensor (built into throttle body) • ECM

HINT:

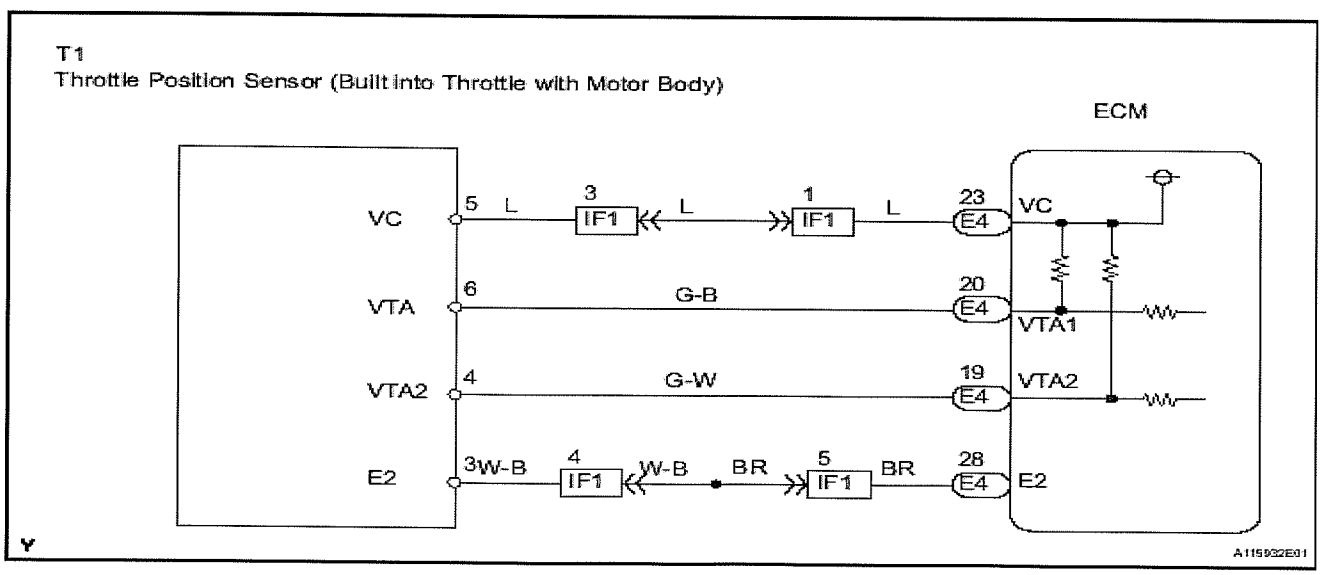
- When any of these DTCs are set, check the throttle valve opening angle by selecting the following menu items on an intelligent tester: DIAGNOSIS / ENHANCED OBD II / DATA LIST / ETCS / THROTTLE POS AND THROTTLE POS #2.
- THROTTLE POS denotes the VTA1 signal (expressed in percentages), and THROTTLE POS #2 denotes the VTA2 signal (expressed in voltages).

Reference (Normal Condition)

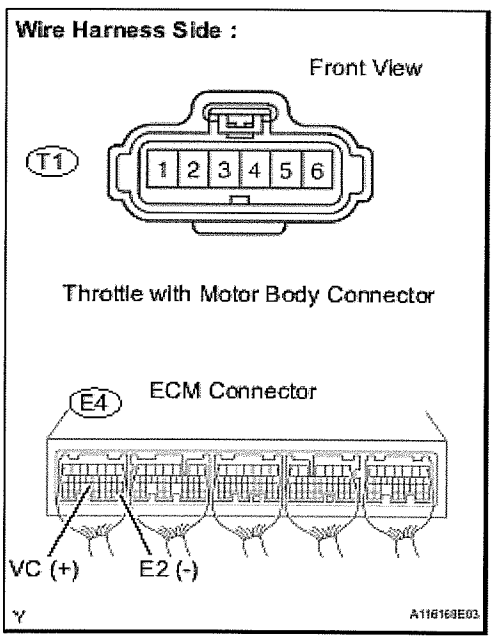
Tester Display	Accelerator Pedal Fully Released	Accelerator Pedal Fully Depressed
THROTTLE POS	10 to 24 %	64 to 96 %
THROTTLE POS #2	2.1 to 3.1 V	4.5 to 5.0 V

WIRING DIAGRAM

T1
Throttle Position Sensor (Built into Throttle with Motor Body)



3	INSPECT ECM (VC VOLTAGE)



(a) Disconnect the T1 throttle with motor body connector.
(b) Turn the ignition switch ON.
(c) Measure the voltage between the terminals of the E4 ECM connector.

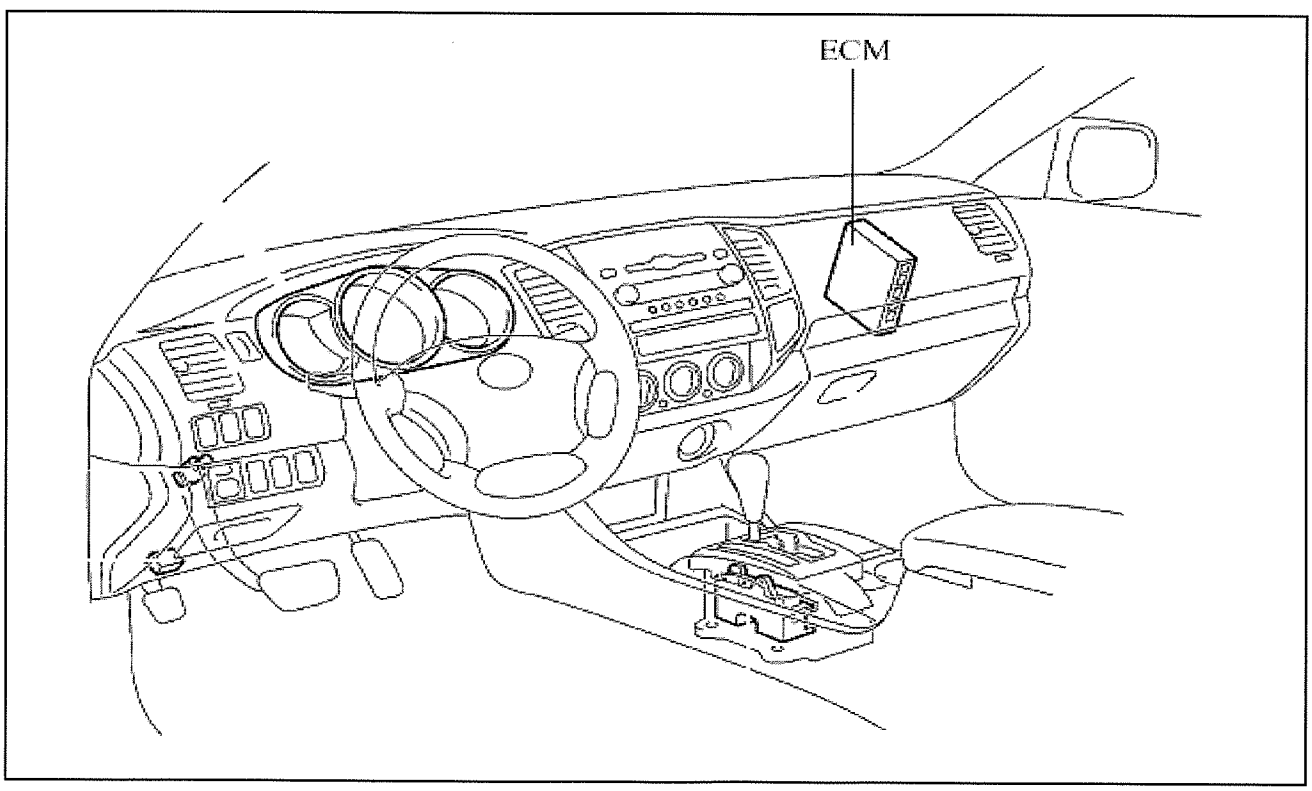
Standard Voltage

Tester Connections	Specified Conditions
VC (E4-23) - E2 (E4-28)	4.5 to 5.0 V

(d) Reconnect the throttle with motor body connector.

NG → **REPLACE ECM**

Layout of ECM



How to measure the opening angle of the throttle valve (2TR-FE)

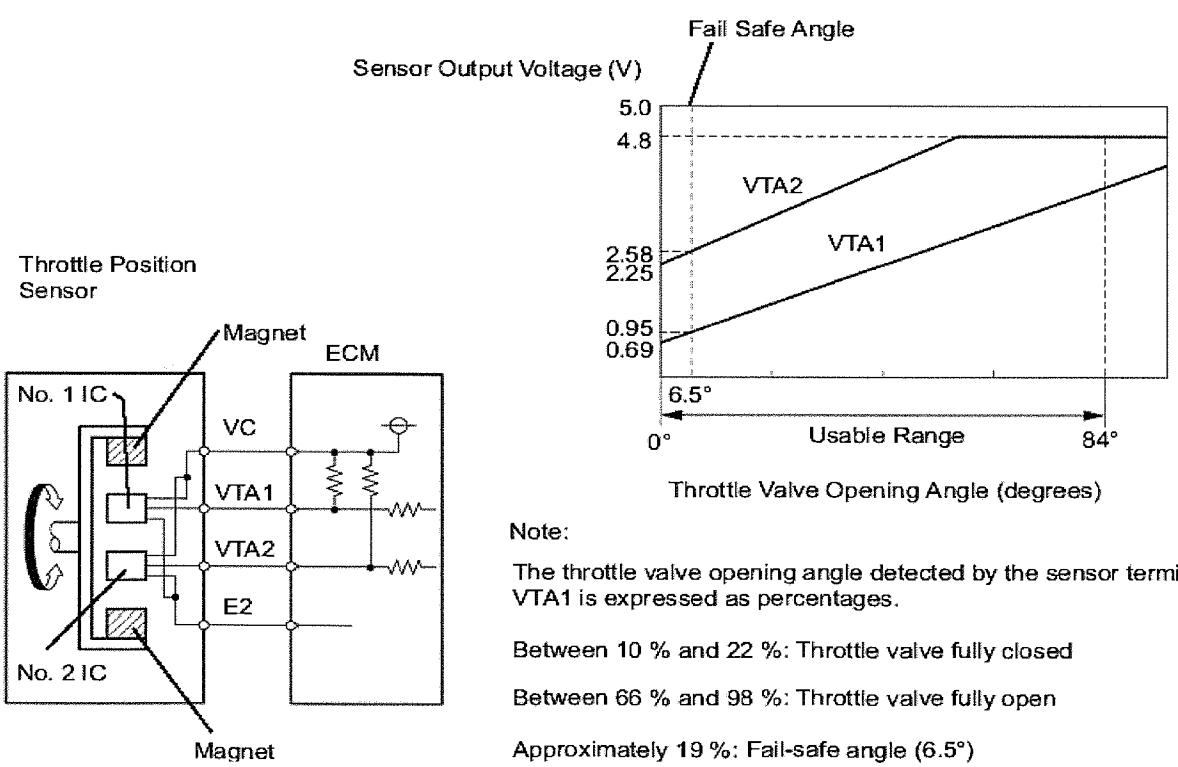
As for the method of detecting the signal, we provide the related parts of the repair manual.

DTC	P0120	Throttle / Pedal Position Sensor / Switch "A" Circuit
DTC	P0122	Throttle / Pedal Position Sensor / Switch "A" Circuit Low Input
DTC	P0123	Throttle / Pedal Position Sensor / Switch "A" Circuit High Input
DTC	P0220	Throttle / Pedal Position Sensor / Switch "B" Circuit
DTC	P0222	Throttle / Pedal Position Sensor / Switch "B" Circuit Low Input
DTC	P0223	Throttle / Pedal Position Sensor / Switch "B" Circuit High Input
DTC	P2135	Throttle / Pedal Position Sensor / Switch "A" / "B" Voltage Correlation

HINT:
These DTCs relate to the Throttle Position (TP) sensor.

DESCRIPTION

HINT:
The Throttle Position (TP) sensor is mounted on the throttle body, and detects the opening angle of the throttle valve. This sensor is a non-contact type, and uses Hall-effect elements, in order to yield accurate signals, even in extreme driving conditions, such as at high speeds as well as very low speeds. The TP sensor has two sensor circuits which each transmits a signal, VTA1 and VTA2. VTA1 is used to detect the throttle valve angle and VTA2 is used to detect malfunctions in VTA1. The sensor signal voltages vary between 0 V and 5 V in proportion to the throttle valve opening angle, and are transmitted to the VTA terminals of the ECM.
As the valve closes, the sensor output voltage decreases and as the valve opens, the sensor output voltage increases. The ECM calculates the throttle valve opening angle according to these signals and controls the throttle actuator in response to driver inputs. These signals are also used in calculations such as air-fuel ratio correction, power increase correction and fuel-cut control.



Note:

The throttle valve opening angle detected by the sensor terminal VTA1 is expressed as percentages.

Between 10 % and 22 %: Throttle valve fully closed

Between 66 % and 98 %: Throttle valve fully open

Approximately 19 %: Fail-safe angle (6.5°)

DTC No.	DTC Detection Condition	Trouble Area
P0120	Output voltage of VTA1 quickly fluctuates beyond lower and upper malfunction thresholds for 2 seconds (1 trip detection logic)	• Throttle position (TP) sensor (built into throttle body) • ECM
P0122	Output voltage of VTA1 0.2 V or less for 2 seconds (1 trip detection logic)	• Throttle position (TP) sensor (built into throttle body) • Short in VTA1 circuit • Open in VC circuit • ECM
P0123	Output voltage of VTA1 4.535 V or more for 2 seconds (1 trip detection logic)	• Throttle position (TP) sensor (built into throttle body) • Open in VTA1 circuit • Open in E2 circuit • Short between VC and VTA1 circuit • ECM
P0220	Output voltage of VTA2 quickly fluctuates beyond lower and upper malfunction thresholds for 2 seconds (1 trip detection logic)	• Throttle position (TP) sensor (built into throttle body) • ECM
P0222	Output voltage of VTA2 1.75 V or less for 2 seconds (1 trip detection logic)	• Throttle position (TP) sensor (built into throttle body) • Short in VTA2 circuit • Open in VC circuit • ECM
P0223	Output voltage of VTA2 4.8 V or more when VTA1 between 0.2 V and 2.02 V (1 trip detection logic)	• Throttle position sensor (built into throttle body) • Open in VTA2 circuit • Open in E2 circuit Short between VC and VTA2 circuit • ECM
P2135	Either condition (a) or (b) met (1 trip detection logic): (a) Difference between output voltages of VTA1 and VTA2 0.02 V or less for 0.5 seconds or more (b) Output voltage of VTA1 0.2 V or less, and VTA2 1.75 V or less, for 0.4 seconds or more	• Short between VTA1 and VTA2 circuit • Throttle position sensor (built into throttle body) • ECM

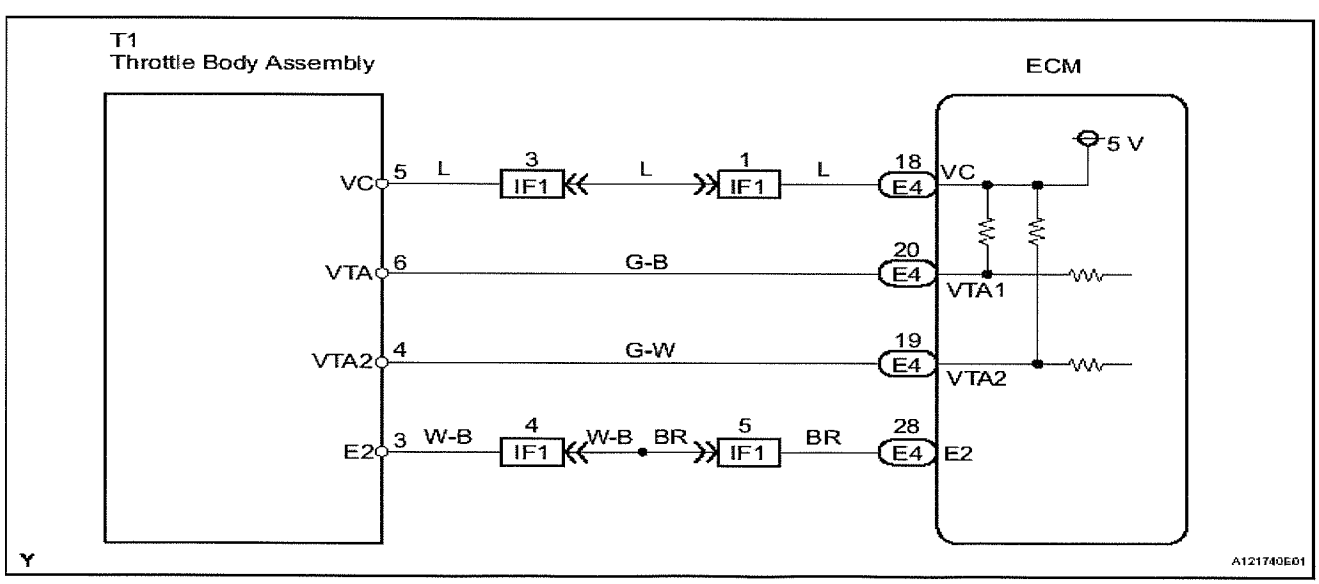
HINT:

- When any of these DTCs are set, check the throttle valve opening angle by selecting the following menu items on an intelligent tester: DIAGNOSIS / ENHANCED OBD II / DATA LIST / ETCS / THROTTLE POS AND THROTTLE POS #2.
- THROTTLE POS denotes the VTA1 signal (expressed in percentages), and THROTTLE POS #2 denotes the VTA2 signal (expressed in voltages).

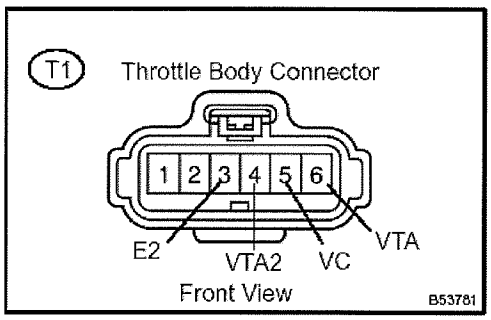
Reference (Normal condition):

Tester Display	Accelerator Pedal Fully Released	Accelerator Pedal Fully Depressed
THROTTLE POS	10 to 22%	66 to 99%
THROTTLE POS #2	2.1 to 3.1 V	4.5 to 5.0 V

WIRING DIAGRAM



3	INSPECT ECM(VC VOLTAGE)

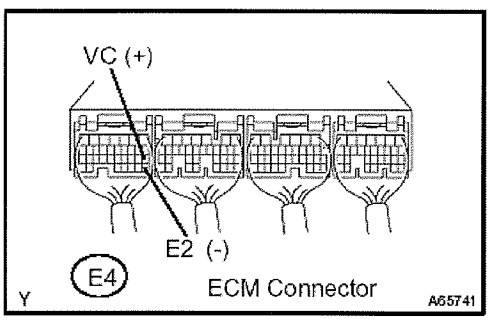


(a) Disconnect the T1 throttle body connector.
(b) Turn the ignition switch to ON.
(c) Measure the voltage between the terminals of the ECM connector.

Standard:

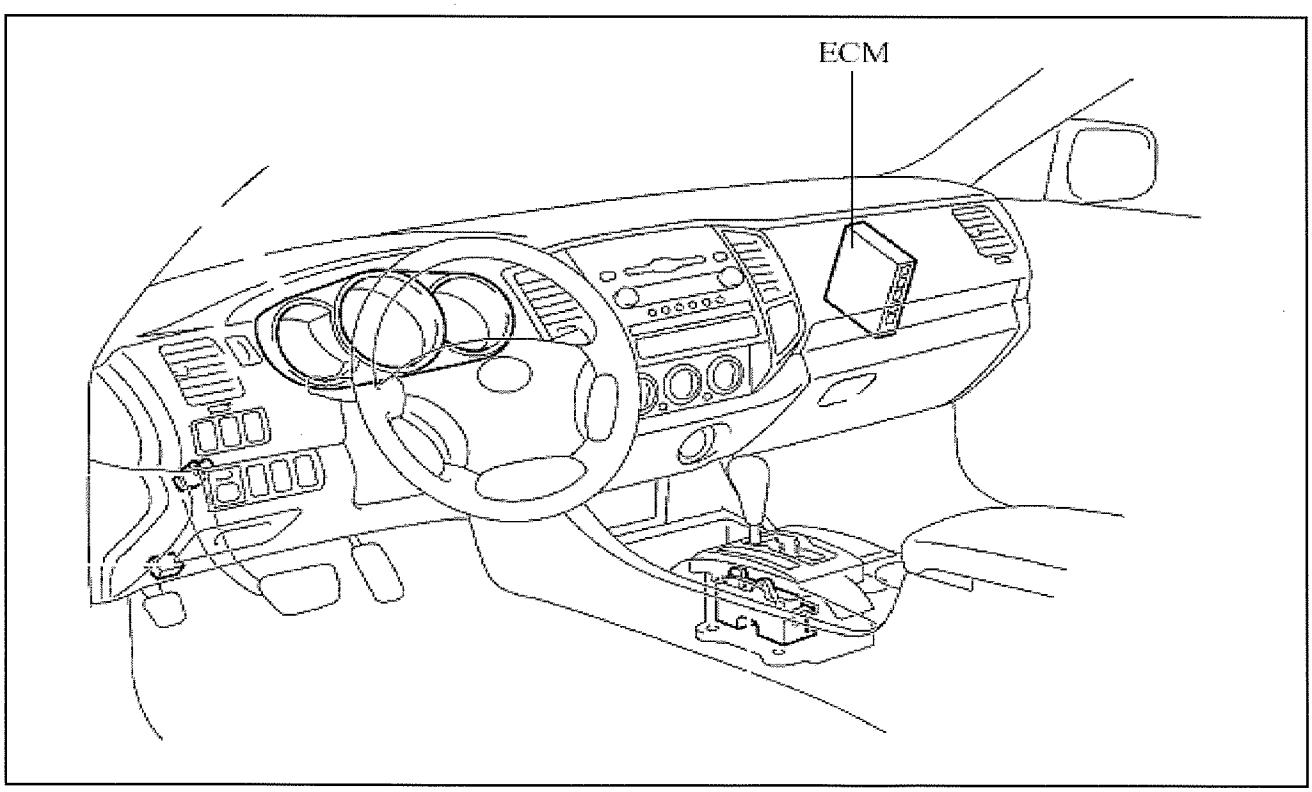
Tester Connections	Specified Conditions
VC (E4-18) - E2 (E4-28)	4.5 to 5.5 V

(d) Reconnect the throttle body connector.

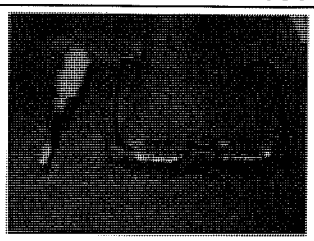
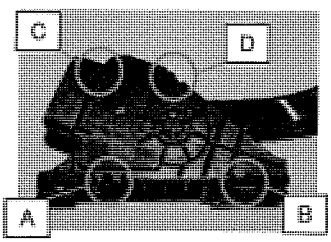
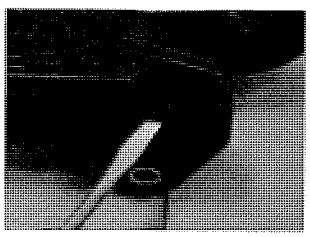
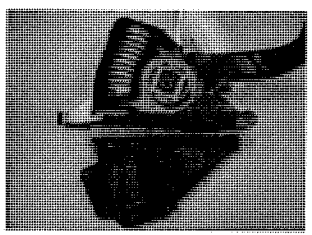
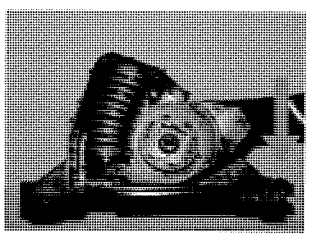
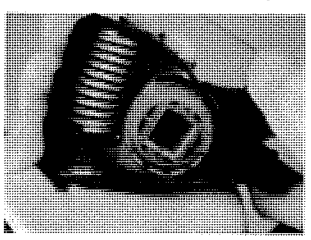
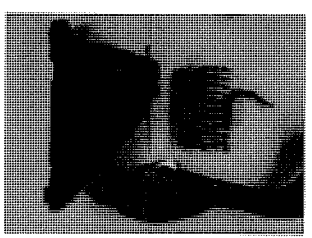
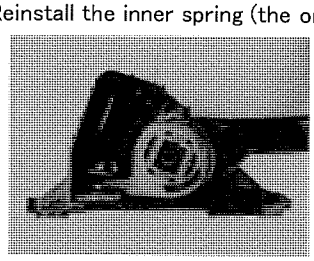
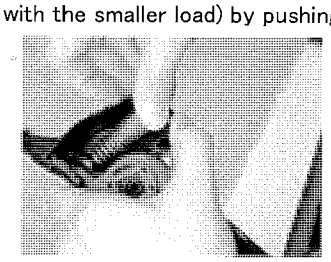
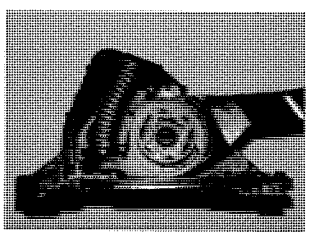
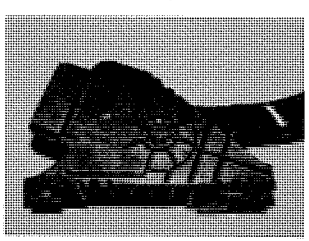
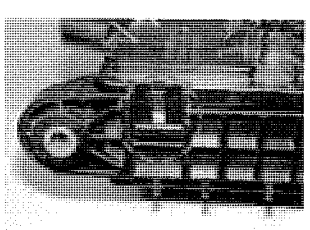


NG → **REPLACE ECM (See page 10-24)**

Layout of ECM



How to remove Accelerator Pedal Spring

No.	Process
1	Tools 1) Safety glasses 2)Straight slot screwdriver 
2	Using the screwdriver, unfit the snap-fit points A, B, C and D. Detach the sensor cover from the main body.   
3	Push the pedal in the direction represented by the arrow, and then remove the springs and the pedal. During the whole step, care should be taken to not touch the portion denoted by the dashed line.   
4	Reinstall the pedal on the shaft. Reinstall the inner spring (the one with the smaller load) by pushing it in.   
5	Reinstall the sensor cover. Verify that every snap-fit point (A, B, C and D) is firmly fitted. Carry out rewriting of the sensor software.  

Note: The reassembled parts are not included in the performance warranty.

Attachment 7-2

How to remove the energy source of Throttle Body Assembly

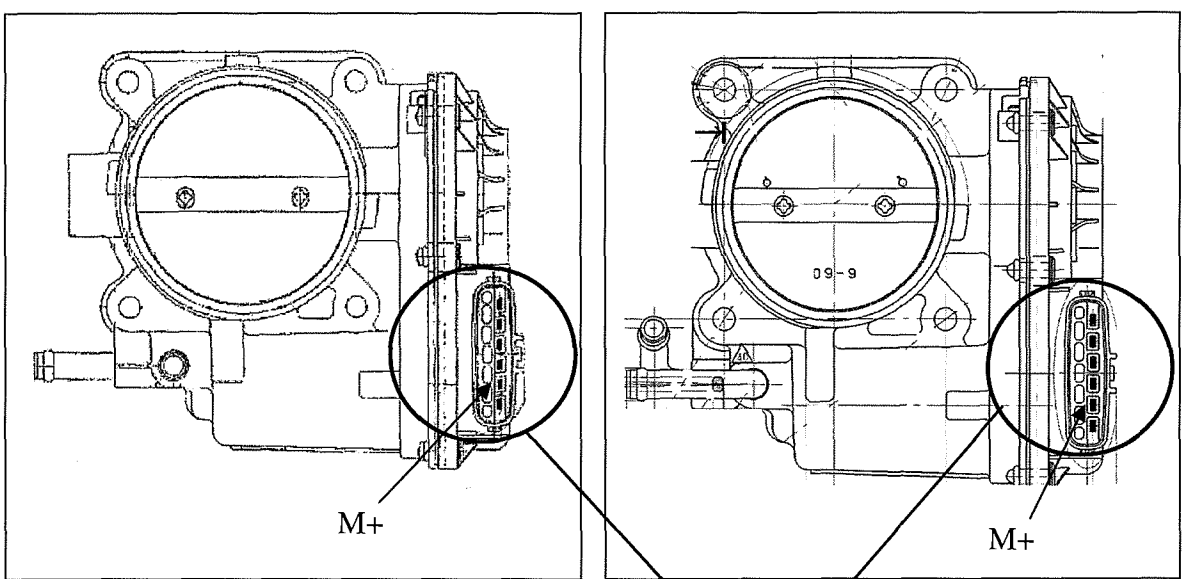
Energy source1 (Return spring):

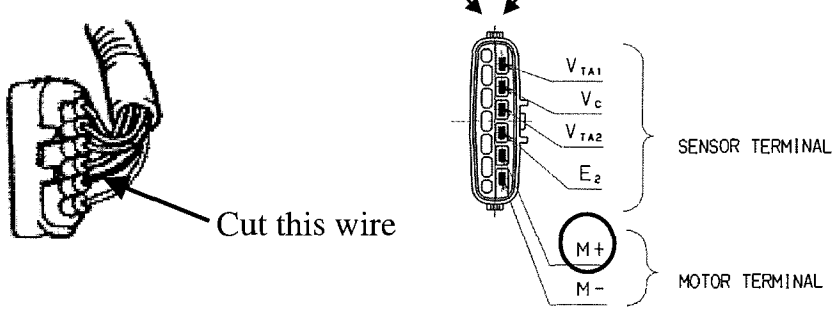
The spring inside the throttle body is not possible to cut or remove.

Energy source2 (Throttle control motor):

Cut the wire to M+ terminal. (See below Figure).

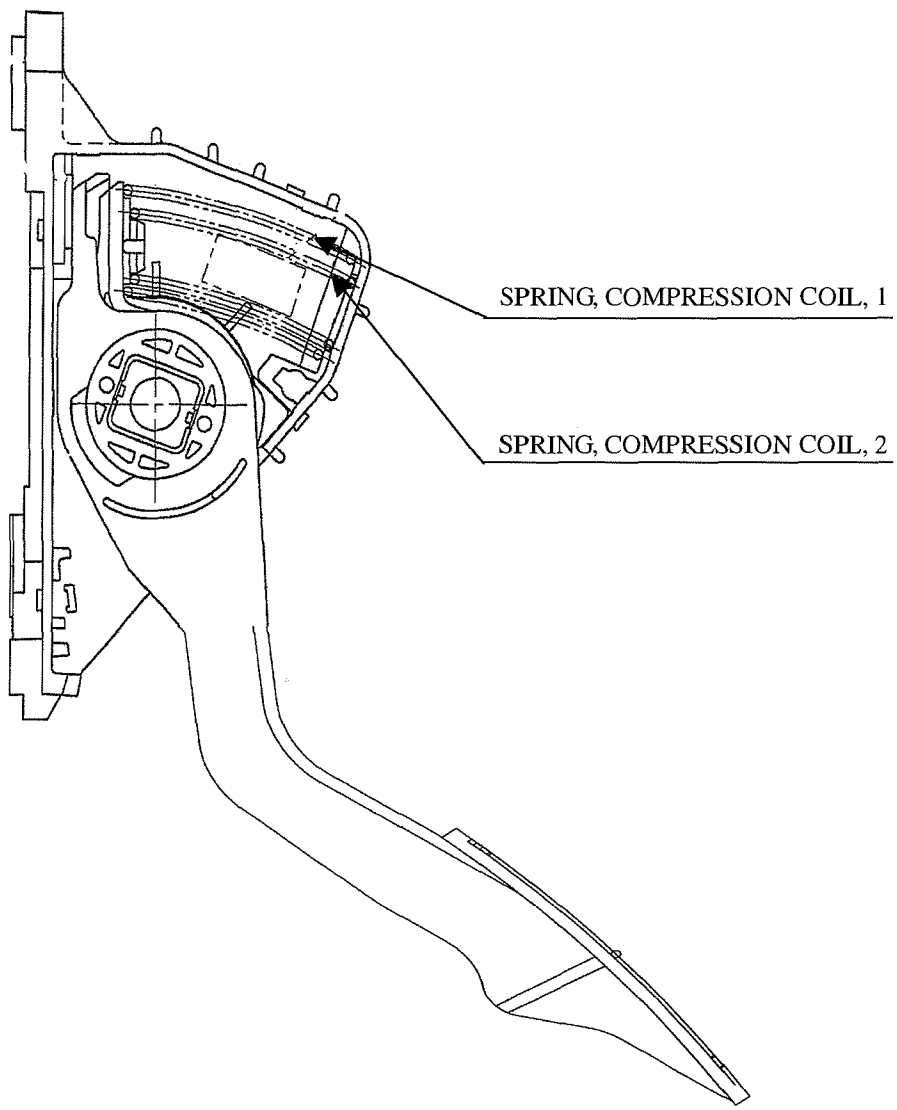
(1GR-FE) (2TR-FE)





Energy source of the Accelerator Pedal Assembly

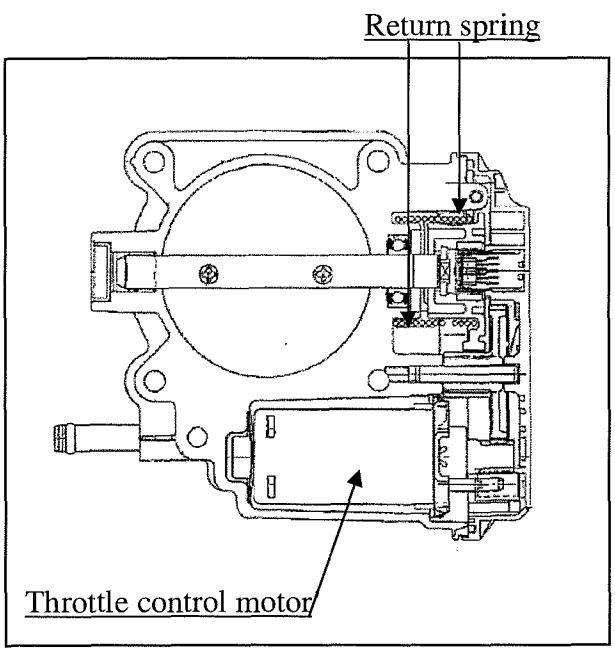
The Accelerator pedal assembly has 2 sources of energy capable of returning the throttle to the idle position (i.e.; 2 compression coil springs). The details are shown in the figure below.



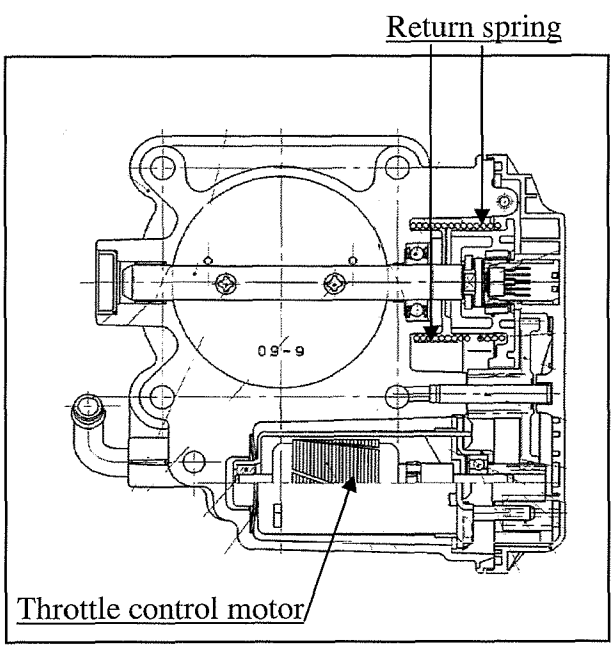
Energy source of the Throttle Body Assembly

The throttle body assembly has 2 sources of energy capable of returning the throttle to the idle position (i.e. The throttle return spring and the throttle control motor). The details are shown in the figure below.

(1GR-FE)



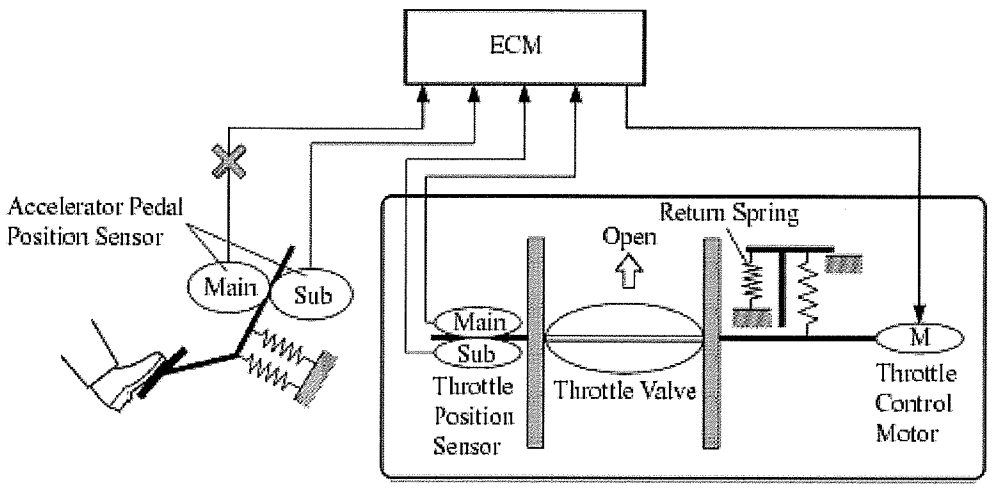
(2TR-FE)



Fail-safe of the Accelerator Pedal Position Sensor

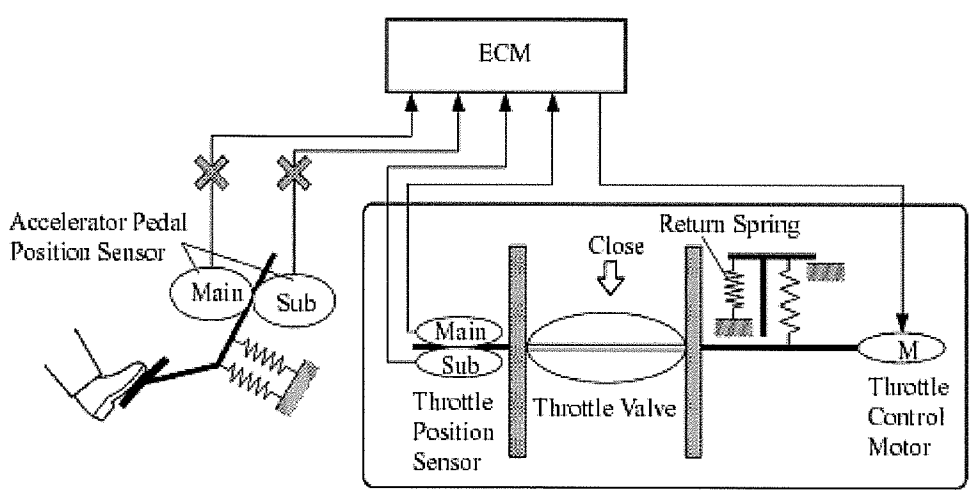
The accelerator pedal position sensor is comprised of two (Main, Sub) sensor circuits.

- If a malfunction occurs in either one of the sensor circuits, the ECM detects the abnormal signal voltage difference between these two sensor circuits and switches to the limp mode. In the limp mode, the remaining circuit is used to calculate the accelerator pedal opening, in order to operate the vehicle under limp mode control.



Throttle Body

- If both circuits malfunction, the ECM detects the abnormal signal voltage from these two sensor circuits and discontinues the throttle control. At this time, the vehicle can be driven within its idling range.

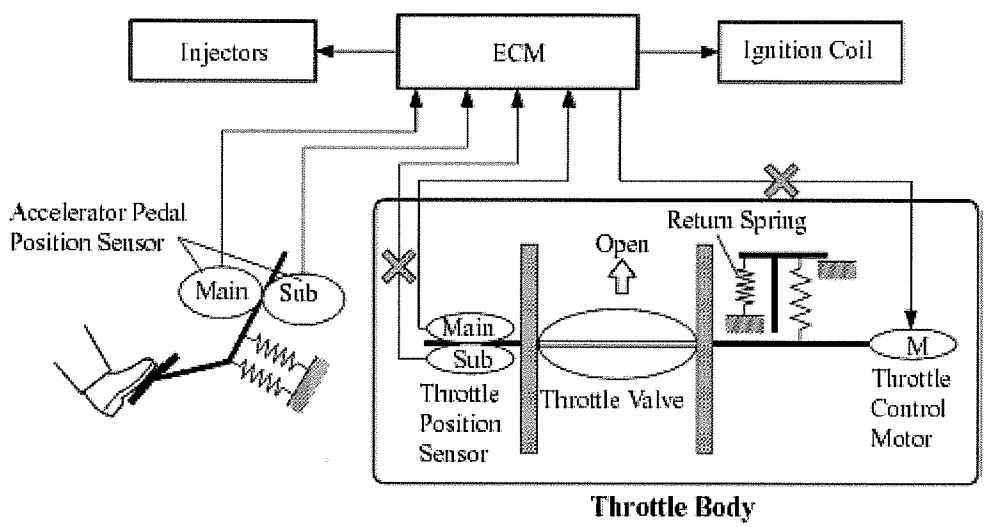


Throttle Body

Fail-safe of the Throttle Position Sensor

The throttle position sensor is comprised of two (Main, Sub) sensor circuits.

- If a malfunction occurs in either one of the sensor circuits, the ECM detects the abnormal signal voltage difference between these two sensor circuits, cuts off the current to the throttle control motor, and switches into the limp mode.
- Then, the force of the return spring causes the throttle valve to return and stay at the prescribed opening. At this time, the vehicle can be driven in limp mode while the engine output is regulated through the control of the fuel injection and ignition timing in accordance with the accelerator opening.
- The same control as above is effected if the ECM detects a malfunction in the throttle control motor system.

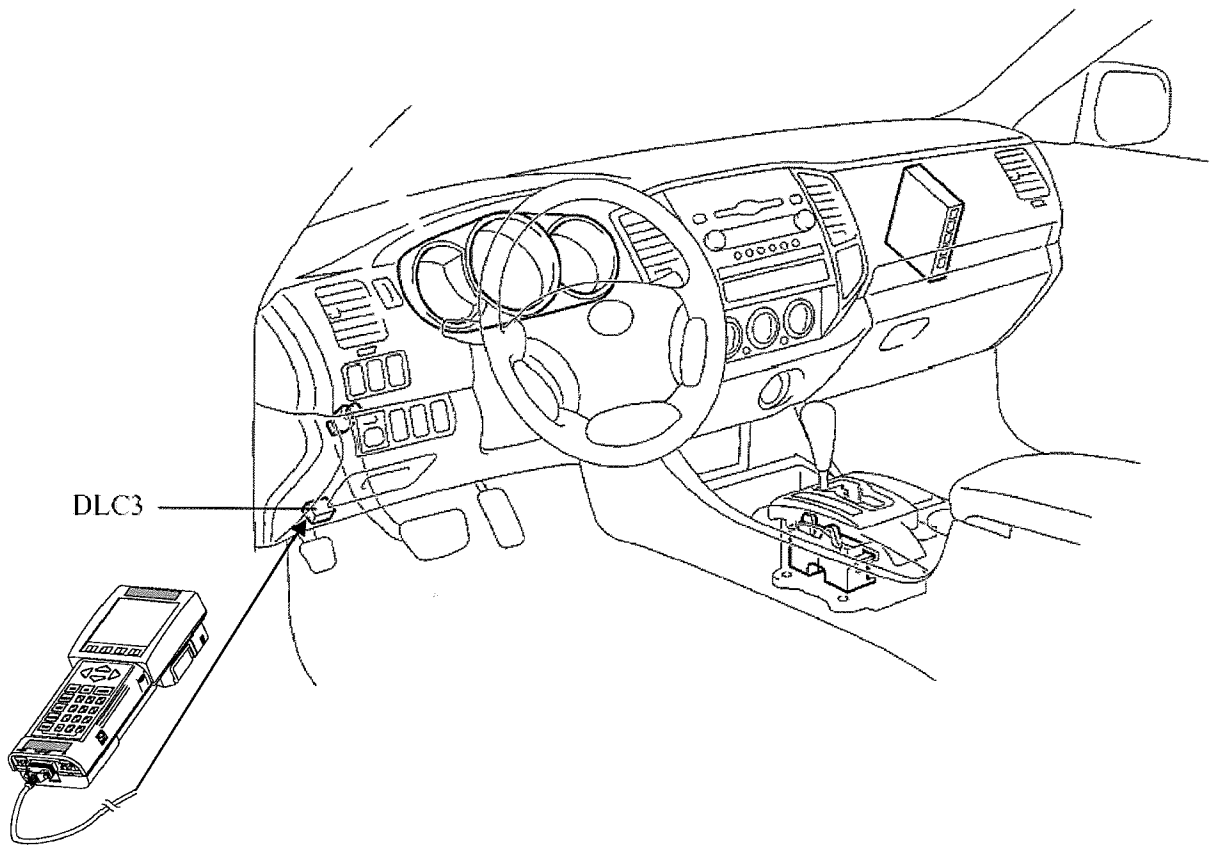


Throttle Body

D13N10

Instructions Regarding Engine RPM Recording

Equipment: Diagnostic Tester (Part number 0200-2309)
Procedure:
(1) Connect the diagnostic tester to the DLC3 (Date Link Connector 3 (i.e.; ODB II connector)).
(2) Start engine.
(3) Check the engine speed status on the tester screen.



Diagnostic tester

From:	Chris Santucci/=WDC/Toyota_NY.	Sent:2/26/2008 12:37 PM.
To: [-]	KWeinstein@mayerbrown.com;ejones@mayerbrown.com.	
Cc: [-]	ctinto@tma.toyota.com.	
Bcc: [-]	.	
Subject:	Fw: Opening resume.	

opening resume:

Regards,

Chris Santucci - Assistant Manager
Technical and Regulatory Affairs
Toyota Motor North America, Inc.
Ofc (202) 463-6856 Cell (202) 651-1581 Fax (202) 463-8513
email: Chris_Santucci@tma.toyota.com

Note: We cannot receive attachment extensions listed below.
.exe, .com, .pif, .scr, .cmd, .bat, .vbs, .lnk, .htm, .html, .shs, or .zip
----- Forwarded by Chris Santucci/WDC/Toyota_NY on 02/26/2008 03:36 PM -----

<Scott.Yon@dot.gov>

02/05/2008 09:37 AM To <CSantucci@tma.toyota.com>
cc <CTinto@tma.toyota.com>, <Jeff.Quandt@dot.gov>
Subject RE: Opening resume

Hi Chris,

Can you confirm receipt please?

Attached are two Adobe files; one contains the 32 VOQs (Petitioner's report included also) noted in the resume and the other contains a correspondence provided by the Complainant on VOQ 10152011 (this is the only image file we have for these 32 reports at this time).

I am working of the IR letter and will send it ASAP.

Thanks,
Scott

From: CSantucci@tma.toyota.com [mailto:CSantucci@tma.toyota.com]
Sent: Thursday, January 31, 2008 5:49 PM
To: Yon, Scott <NHTSA>
Cc: CTinto@tma.toyota.com; Quandt, Jeff <NHTSA>
Subject: RE: Opening resume

Scott,

Can you also provide the 31 VOQ's that are referenced in the "Other" category of the opening resume? All that is attached to your email are documents related to the petitioner only.

Regards,

Chris Santucci - Assistant Manager
Technical and Regulatory Affairs
Toyota Motor North America, Inc.
Ofc (202) 463-6856 Cell (202) 651-1581 Fax (202) 463-8513
email: Chris_Santucci@tma.toyota.com

Note: We cannot receive attachment extensions listed below.
.exe, .com, .pif, .scr, .cmd, .bat, .vbs, .lnk, .htm, .html, .shs, or .zip

<Scott.Yon@dot.gov>

01/31/2008 03:36 PM To <CTinto@tma.toyota.com>, <CSantucci@tma.toyota.com>
cc <Jeff.Quandt@dot.gov>
Subject RE: Opening resume

Can you please confirm receipt of this message?

Attached are the documents related to the petitioner's complaint and petition letter, fyi. I'll send the IR ASAP.

Regards,
Scott

From: Johnson, Valencia <NHTSA>
Sent: Thursday, January 31, 2008 3:06 PM
To: CTinto@tma.toyota.com
Cc: Quandt, Jeff <NHTSA>; Yon, Scott <NHTSA>
Subject: Opening resume

FYI – Please see the attached opening resume. Thank you[attachment "ODI10216086.pdf" deleted by Chris Santucci/WDC/Toyota_NY] [attachment "CL-10216086-5377.pdf" deleted by Chris Santucci/WDC/Toyota_NY] [attachment "ODI10214130.pdf" deleted by Chris Santucci/WDC/Toyota_NY]

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	Repository ☐
06-MAR-2006	Reference No. 10152011

OWNER INFORMATION (Type or Print)

Name	[redacted]
Address	
City	BRECKENRIDGE
State	CO
Zip Code	[redacted]
Daytime Telephone Number	[redacted]
Evening Telephone Number	SAME
E-mail Address	

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? ☐ *YES* ☒ *NO*
In the absence of an authorization, NHTSA WILL NOT provide your name or address to the vehicle manufacturer.

Signature of Owner ______________________ Date __/__/____

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side	Make	Model	Model Year
5TEPX42NX6Z[redacted]	TOYOTA	TACOMA	2006

Date Purchased	Dealer's Name and Telephone Number	Engine:	Fuel Type:
23-JAN-06	BURT TOYOTA 303-789-6566	No: Cylinders 4	Gas

Original Owner	Dealer's City	State	Zip Code
☒	ENGLEWOOD	CO	80113-6767

Transmission Type		Powertrain	Vehicle Component Code
MANUAL	☒ Antilock Brakes ☐ Cruise Control	4 WHEEL DRIVE	180000 VEHICLE SPEED CONTROL Multiple Failure: 1

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s)	Failure Mileage	Failure Speed	
06-MAR-2006	12		

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: DOTMAL9ABC036)	☐ 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	Fire	Number of Persons Injured	Number of Deaths	Reported to Police
☐ Yes ☒ No	☐ Yes ☒ No			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).

DT*: THE CONTACT STATED WHILE DEPRESSING THE ACCELERATOR PEDAL, THE THROTTLE STICKS. AFTER THE THROTTLE STICKS, THE RPM'S RANGE HIGH AND DO NOT DECREASE. THE VEHICLE WAS TAKEN TO THE DEALER FOR INSPECTION. ALTHOUGH, THE DEALER KNEW THE PROBLEM PERSISTED WITH THE SPEED CONTROL AND THE ELECTRICAL SYSTEM, THE PROBLEM COULD NOT BE REMEDIED BY THE DEALER.

The high RPM "sticky throttle" is electronically related. The accellorator pedal itself does not stick, but rather the RPM's do not come down once the pedal is released. They RPM's will stay what they were at when the clutch was pushed in so as to shift gears. For instance, if clutch is depressed when shifting from 4th to 5th at 3,000 RPM, they will stay there + not drop.

Throttle is "fly by wire". There is no mechanical cable going from pedal to engine.

Include, if available: Police/Fire Department Report, Photos, and Repair Invoice. ATTACH ADDITIONAL SHEETS IF NECESSARY

OVER

Narrative Description of Incident(s), Failure(s), Crash(es), and Injury(ies)

* Please see enclosed police report relating to the following accident.

On 3/11/06 while driving on snow-covered roads I was shifting from 4th to 5th. When I pushed the clutch in, the RPM's stayed up & did not drop (they were at approx. 3,000). When I put the shifter into 5th & released the clutch, the rear end let loose & came around sideways. I tried to correct the slide, but ended up off the road. I feel this accident is directly related to the RPM's not dropping down when shifting between gears.

ATTACH ADDITIONAL SHEETS IF NECESSARY

U.S. Department of Transportation

National Highway Traffic Safety Administration

400 Seventh St., S.W.
Washington, D.C. 20590

Official Business
Penalty for Private Use $300

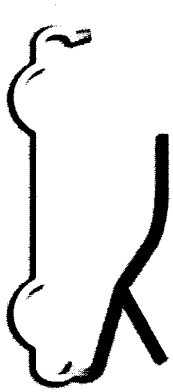
NO POSTAGE NECESSARY IF MAILED IN THE UNITED STATES

BUSINESS REPLY MAIL
FIRST CLASS PERMIT NO 73173 WASHINGTON, D.C.

POSTAGE WILL BE PAID BY NATL. HWY. TRAFFIC SAFETY ADMIN.

U.S. Department of Transportation
National Highway Traffic Safety Administration
Office of Defects Investigation, NVS-210
400 7th Street, SW
Washington, DC 20590

Think your vehicle has a safety defect?



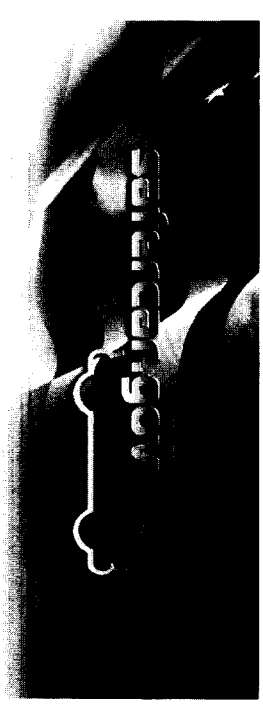
If so:

Use the enclosed form to file a report.

or visit:
www.safercar.gov

or call:
Vehicle Safety Hotline
888-327-4236

Vehicle Owner's Questionnaire (VOQ)
U.S. Department of Transportation
National Highway Traffic Safety Administration



TOY-RQ-00030475

Incident Report 06-0749 1 Initial Report

Breckenridge Police Dept - ORI CO0590100

Incident Date/Time: 03/11/06 17:15
To: 03/11/06 17:25
Report Date/Time: 03/11/06 21:43

Description: Other Miscellaneous Repor
File#: 06-0749

Complainant:
Address:
Address:
City/State: ,
Phone: - -

DOB:
Race:
Sex:
Ethnic:
Height: ' 0"
Age:
Resident:
Hair:
Eyes:
Weight: 0

Location of Occurrence
Address: HWY 9
Address:
City/Cross Street: BRECKENRIDGE / VALLEY BROOK

Employer:
Address:
Address:
City/State: ,
Phone: - -

Occupation:

Person(s) Involved:

Type	Name	DOB	Address	City/State	Phone
None	[redacted]	12/10/69	[redacted]	BRECKENRIDGE,CO [redacted]	[redacted]

Location: - HWY 9

Time Arrived: 18:45
Time Cleared: 19:10

Burglary Crimes

Entry Method:
Entry Point:
Instrument:
Inc. Activity:

Exit Point:
Neighborhood:
Safe Entered:

Referral: NONE
Children: None Present
Evidence Taken: Photo: N Fingerprint(s): N Other: N

Inv Assgn:
Inv Due:
Approved: 03/12/06

Status: Inactive Exp. Clrd. Status: Status Date: 02/07/02

Approved: 03/13/06

Investigator: -
Reporting Officer: 0306 - ZERNICKOW,SEAN
Supervisor: 4805 - JAGUSCH,SCOTT
Entered By: 0306 - ZERNICKOW,SEAN
Records: 3753 - GOBLE,ROBYN

Addendum Codes: /
Copies To:

News Media

VICTIM/SUBJECT SECTION

Subject # 1 - None

Name: [redacted]
Addr: [redacted]
Addr: [redacted]
City: BRECKENRIDGE,CO [redacted]
Phone: [redacted]
SSN: - -
OLN: [redacted] ST: CO

DOB: [redacted]
Race:
Sex: Male
Age: 36 -
Hght: ' 0"
Wght: 0

Ethn: Unknown
Hair:
Eyes:
Skin:
Face:

PROPERTY/VEHICLE SECTION

Plate #	State	Type	VIN	Year	Make	Model	Colors	Style	Reason

##	Loss Type	Qnt	Make, Model, Style	Description	Serial #	Value	Rec Date	Rec Value

Incident Narrative
06-0749

On 03/11/06 at about 6:45 PM, I, Officer Sean Zernickow, Breckenridge Police Department, was dispatched to [redacted] on the report of a single car motor vehicle accident, which happened around 5:15 PM.

On arrival I spoke with Craig Knapp. He said about 5:15 he was driving north on Highway 9 just past Valley Brook, when he went to shift his truck from fourth to fifth gear. He said when he depressed his clutch his RPM's "shot" up. He started to release the clutch and began to fish tail to the right. He tried to correct the discrepancy and slid into a snowbank located on the east side of highway nine just past Valley Brook.

There is no damage to [redacted] vehicle. He said he had his truck, 2006 Toyota Tacoma, down in Denver ~~today~~ on 2/27/06 for this problem. He described the problem as the throttle sticking when he shifts from fourth to fifth gear. The dealership told him there was nothing they could to fix the problem so he drove the vehicle back.

[redacted] said there is no damage to his vehicle, but he wanted this incident documented because of it being a safety issue.

I advised [redacted] to contact the Regional Service Manager for Toyota Motors.

This report is for informational purposes only no criminal activity present.

Breckenridge Police Department

150 Ski Hill Road • P.O. Box 5469
Breckenridge, CO 80424
(970) 453-2941 • Fax (970) 547-3108

Accident Information Exchange Form

Please complete this form and give it to the other driver involved in the accident.

NO DAMAGE

DATE OF ACCIDENT: 03/11/06	TIME OF ACCIDENT: 5:15 AM (PM)	NO. VEHICLES INVOLVED: 1	INCIDENT NO.: 06-0749
LOCATION OF ACCIDENT: NO DAMAGE Hwy 9 @ Valley Brook			TOWN / STATE: BRECKENRIDGE, CO
			COUNTY: SUMMIT
DRIVER'S NAME: [redacted]	DATE OF BIRTH: [redacted]	RACE: W	SEX: M
RESIDENCE ADDRESS & P.O. BOX: [redacted]	CITY: Breckenridge	STATE: CO	ZIP CODE: [redacted]
RES. PHONE: [redacted]	BUS. PHONE: [redacted]	DRIVER'S LIC. NUMBER: [redacted]	STATE: CO
VEHICLE YEAR: 06	MAKE: TOYOTA	MODEL: TACOMA	COLOR:
LIC. PLATE NO.: [redacted]	STATE: CO TEMP	VEHICLE ID NO.: 5TEPX42NX6Z[redacted]	
VEHICLE OWNER NAME: SAME AS DRIVER	STREET ADDRESS & P.O. BOX		
CITY	STATE	ZIP CODE	RES. PHONE: ( )
BUS. PHONE: ( )			
INSURANCE CO.: AMERICAN International	AGENT'S NAME	POLICY NO.: [redacted]	EXP. DATE: 7/3/06
OFFICER NAME: ZERNICKOW	OFFICER NUMBER: 0306	DATE: 3/11/06	

POLICE

Complaint Detail

04-FEB-2008

Complaint Information

ODI#:	10214130	**Referral Source:**	INTERNET	**Num. Injured:**	0	**Property Damage:**	N
Received Date:	07-JAN-2008 **Incident Date:** 05-JAN-2008	**Crash:**	N	**Num Occurrences:**	2	**Police Report:**	N
Description:	THE VEHICLE EXPERIENCED TWO SPONTANEOUS AND UNCONTROLLED ACCELERATIONS WITHIN ABOUT TWO HOURS. THE FIRST WAS ON THE HIGHWAY. I TURNED INTO A PULLOUT TO ALLOW A FASTER CAR TO PASS ON A SNOW-SLICKED ROAD. WHILE TURNING BACK TOWARD THE HIGHWAY AT SLOW SPEED, ABOUT 5 MPH, TAPPING ON MY BRAKE PEDAL, THE CAR SUDDENLY ACCELERATED AND I WAS FORCED TO STAND ON THE BRAKES TO KEEP IT FROM RUNNING AWAY. BECAUSE OF THE ANTI-SKID BRAKES ENGAGING, THE CAR STILL MADE IT 3-4 FEET INTO THE TRAFFIC LANE BEFORE I WAS ABLE TO STOP. THE SECOND INCIDENT OCCURRED ABOUT AN HOUR LATER WHEN I ARRIVED HOME. I WAS BACKING THE TRUCK DOWN A CURVED, GRAVEL DRIVEWAY TOWARD A TUCK-UNDER GARAGE. THE TOTAL DISTANCE TO BE TRAVELED WAS ABOUT 30 FEET. EASING DOWN IN THE TURN, I HAD TRAVELED ABOUT 20 FEET WITH MY FOOT ON THE BRAKE (IDLING POWER WAS ALL THAT WAS NEEDED TO BACK DOWN AT 1-2 MPH; NO GAS WAS APPLIED). THE VEHICLE SUDDENLY LURCHED BACKWARDS. AGAIN, I HAD TO STAND ON THE BRAKES WHILE THE ENGINE REVVED AND THE REAR TIRES SPUN AND THREW GRAVEL, DIGGING 3-4 INCHES DEEP INTO THE GRAVEL SURFACE, BEFORE I WAS ABLE TO TURN OFF THE ENGINE. THE FOLLOWING MONDAY, I TOOK THE TRUCK TO MY TOYOTA DEALER. THEY WERE UNABLE TO FIND ANY DEFECT OR RECREATE THE PROBLEM, BUT SAID THEY WERE OPENING A CASE FILE WITH TOYOTA ON THE INCIDENTS AND HOPED TO GAIN MORE INFORMATION FROM THE MANUFACTURER. *TR SEE ALSO 10216086 *DSY□	**Fire:**	N	**Num. Deaths:**	0	**Confidential:**	N

Consumer Information

Title:	MR.	**Address:**	[redacted]	**Zip Code:**	[redacted]
Name:	[redacted]	**City:**	HELENA	**Country:**	UNITED STATES
Org.:		**State:**	MONTANA	**Daytime Phone:**	[redacted]

Evening Phone:	[redacted]
Country Phone Code:	
Email:	[redacted]
Fax:	

Product Information

Vehicle Information

Product: Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Model :TACOMA Model Year :2006 Type :TRUCK

VIN:	5TEUU42N26Z[redacted]	**Original Owner:**	N	**Failure Mileage:**	24500
# of Cylinders:	6	**Engine Size:**	4.0 L	**Body Style:**	PICKUP TRUCK
Cruise Control:	Y	**Vehicle Usage:**		**Fuel Type:**	GAS
Current Mileage:	24571	**Transmission Type:**	AUTOMATIC	**Purchase Date:**	10-MAY-2006

Antilock Brakes:	Y
Speed:	3
Powertrain:	4 WHEEL DRIVE
Fuel System:	FUEL INJECTION

Component: 180000 VEHICLE SPEED CONTROL

Dealer Type:	SALES DEALER	**Dealer Name:**	HELENA MOTORS	**State:**	MT
Address1:	3365 HIGHWAY 12 EAST	**Work Phone:**	406-442-6310	**Zip Code:**	59601
Address2:		**Home Phone:**		**Country Ext.:**	

City: HELENA

Country: US

Fax: 406-449-4158

Email:

Complaint Detail

04-FEB-2008

Complaint Information

ODI#:	10212718	**Referral Source:**	INTERNET OTHER SITE	**Num. Injured:**		**Property Damage:**	N
Received Date:	26-DEC-2007	**Incident Date:**	20-DEC-2007	**Crash:**	N	**Num Occurrences:**	3	**Police Report:**	N
Description:	VEHICLE ACCELERATES (SURGES) ON ITS OWN AND BRAKING DOES NOT REMEDY THE PROBLEM. ☐ THIS HAS HAPPENED SEVERAL TIMES WHEN THE CRUISE CONTROL IS NOT BEING USED. IT ALSO IS NOT ATTRIBUTED TO THE FLOOR MATS AS WE HAVE CAREFULLY CHECKED THE POSITIONING OF OUR MATS. *TR	**Fire:**	N	**Num. Deaths:**		**Confidential:**	N

Consumer Information

Title:	MR.	**Address:**	[redacted]	**Zip Code:**	[redacted]	**Evening Phone:**	[redacted]	**Country Phone Code:**	
Name:	[redacted]	**City:**	MEADOW VISTA	**Country:**	UNITED STATES	**Email:**	[redacted]		
Org.:		**State:**	CALIFORNIA	**Daytime Phone:**	[redacted]	**Fax:**			

Product Information

Vehicle Information

Product: Product Type :VEHICLE Product Category :LIGHT VEHICLES
Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA
Model :TACOMA Model Year :2006 Type :TRUCK

VIN:	5TEMU52NX6Z[redacted]	**Original Owner:**	Y	**Failure Mileage:**	29600	**Antilock Brakes:**	N
# of Cylinders:	6	**Engine Size:**	V6	**Body Style:**	PICKUP TRUCK	**Speed:**	55
Cruise Control:	N	**Vehicle Usage:**		**Fuel Type:**	GAS	**Powertrain:**	4 WHEEL DRIVE
Current Mileage:	29700	**Transmission Type:**	AUTOMATIC	**Purchase Date:**		**Fuel System:**	FUEL INJECTION

Component: 180000 VEHICLE SPEED CONTROL

Dealer Type:	SALES DEALER	**Dealer Name:**	FREMONT TOYOTA	**State:**	CA
Address1:	5851 CUSHING PKWY	**Work Phone:**	510) 252-5100	**Zip Code:**	94538
Address2:		**Home Phone:**		**Country Ext.:**	
City:	FREMONT	**Fax:**			
Country:	US	**Email:**			

Complaint Detail

04-FEB-2008

Complaint Information

ODI#:	10212656	**Referral Source:**		**Num. Injured:**	1	**Property Damage:**	Y
Received Date:	24-DEC-2007	**Incident Date:**	23-DEC-2007	**Crash:**	Y	**Num Occurrences:**	2	**Police Report:**	Y
Description:	I WAS DRIVING MY 2007 TOYOTA TACOMA DOWN A HILL AND WITHOUT MY FOOT ON THE ACCELERATOR THE VEHICLE ACCELERATED WITHOUT NOTICE...I LOST CONTROL OF THE VEHICLE AND RAN INTO A CONCRETE BARRIER. THERE IS SUBSTANTIAL DAMAGE TO MY VEHICLE AND I WAS ALSO INJURED. IT HAPPENED ABOUT A MONTH AGO FOR THE FIRST TIME AND I DIDN'T THINK MUCH OF IT OR IT WAS NOTHING SERIOUS. *TR			**Fire:**	N	**Num. Deaths:**	0	**Confidential:**	N

Consumer Information

Title:	MR.	**Address:**	[redacted]	**Zip Code:**	[redacted]	**Evening Phone:**		**Country Phone Code:**	
Name:	[redacted]	**City:**	CAMPBELL	**Country:**	UNITED STATES	**Email:**			
Org.:		**State:**	OHIO	**Daytime Phone:**	[redacted]	**Fax:**			

Product Information

Vehicle Information

Product: Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Model :TACOMA Model Year :2007 Type :TRUCK

VIN:	5TETX22N27Z[redacted]	**Original Owner:**	Y	**Failure Mileage:**	5200	**Antilock Brakes:**	Y
# of Cylinders:	4	**Engine Size:**	2.8 LITERS	**Body Style:**	PICKUP TRUCK	**Speed:**	35
Cruise Control:	Y	**Vehicle Usage:**		**Fuel Type:**	GAS	**Powertrain:**	REAR WHEEL DRIVE
Current Mileage:	5200	**Transmission Type:**	AUTOMATIC	**Purchase Date:**	29-AUG-2007	**Fuel System:**	FUEL INJECTION

Component: 180000 VEHICLE SPEED CONTROL

Dealer Type:	SALES DEALER	**Dealer Name:**	TOYOTA OF WARREN	**State:**	OH
Address1:	3810 YOUNGSTOWN RD SE	**Work Phone:**	3305458095	**Zip Code:**	44484
Address2:		**Home Phone:**		**Country Ext.:**	
City:	WARREN	**Fax:**			
Country:	US	**Email:**			

TOY-RQ-00030482

Complaint Detail

04-FEB-2008

Complaint Information

ODI#:	10212602			**Referral Source:**	INTERNET OTHER SITE	**Num. Injured:**	0	**Property Damage:**	Y
Received Date:	23-DEC-2007	**Incident Date:**	23-DEC-2007	**Crash:**	Y	**Num Occurrences:**	1	**Police Report:**	N
Description:	RETURNING HOME FROM A SHORT DRIVE OF ABOUT FOUR MILES, I BROUGHT THE VEHICLE TO A COMPLETE STOP IN FRONT OF THE GARAGE. ALL OF A SUDDEN WITHOUT WARNING THE ACCELERATOR REVVED VERY HIGH. I PUSHED DOWN HARD ON THE BRAKE BUT THE VEHICLE STILL LURCHED FORWARD HITTING THE GARAGE DOOR AND SIDE WALL CAUSING DAMAGE TO THE BUILDING AND VEHICLE. I SHUT OFF THE ENGINE TO KILL THE ENGINE. THE OEM FLOOR MATS WERE IN PLACE AND DID NOT AFFECT THE PEDAL. NO PERSONAL INJURIES - JUST A VERY SHAKEN FAMILY. *TR			**Fire:**	N	**Num. Deaths:**	0	**Confidential:**	N

Consumer Information

Title:	MR.	**Address:**	[redacted]	**Zip Code:**	[redacted]	**Evening Phone:**		**Country Phone Code:**	
Name:	[redacted]	**City:**	FPO AE	**Country:**	UNITED STATES	**Email:**	[redacted]		
Org.:		**State:**	ARMED FORCES EUROPE	**Daytime Phone:**	[redacted]	**Fax:**			

Product Information

Vehicle Information

Product: Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Model :TACOMA Model Year :2007 Type :TRUCK

VIN:	5TELU42NX7Z[redacted]	**Original Owner:**	Y	**Failure Mileage:**		**Antilock Brakes:**	Y
# of Cylinders:	6	**Engine Size:**	4000	**Body Style:**	4-DOOR	**Speed:**	3
Cruise Control:	Y	**Vehicle Usage:**		**Fuel Type:**	GAS	**Powertrain:**	4 WHEEL DRIVE
Current Mileage:	8350	**Transmission Type:**	AUTOMATIC	**Purchase Date:**	27-FEB-2007	**Fuel System:**	FUEL INJECTION

Component: 180000 VEHICLE SPEED CONTROL

Dealer Type:	SALES DEALER	**Dealer Name:**	WOLFCHASE TOYOTA	**State:**	TN
Address1:		**Work Phone:**		**Zip Code:**	
Address2:		**Home Phone:**		**Country Ext.:**	
City:	BARTLETT	**Fax:**			
Country:	US	**Email:**			

Complaint Detail

04-FEB-2008

Complaint Information

ODI#:	10212294	**Referral Source:**	NHTSA HOTLINE	**Num. Injured:**	0	**Property Damage:**	Y
Received Date:	19-DEC-2007	**Incident Date:**	18-DEC-2007	**Crash:**	Y	**Num Occurrences:**	1	**Police Report:**	N
Description:	TL*THE CONTACT OWNS A 2007 TOYOTA TACOMA. WHILE DRIVING INTO THE GARAGE AND ATTEMPTING TO PARK WITH THE BRAKE PEDAL DEPRESSED, THE VEHICLE SURGED FORWARD AND STRUCK A TABLE AND A WALL. THE VEHICLE SUSTAINED MINOR DAMAGE. THERE WERE NO INJURIES. THE DEALER WAS NOTIFIED AND THE CONTACT NO LONGER WANTS TO DRIVE THE VEHICLE. THE SPEED WAS UNKNOWN. THE CURRENT AND FAILURE MILEAGES WERE 6,400.			**Fire:**	N	**Num. Deaths:**	0	**Confidential:**	N

Consumer Information

Title:	MR.	**Address:**	[redacted]	**Zip Code:**	[redacted]	**Evening Phone:**		**Country Phone Code:**	
Name:	[redacted]	**City:**	CENTER CONWAY	**Country:**	UNITED STATES	**Email:**			
Org.:		**State:**	NEW HAMPSHIRE	**Daytime Phone:**	[redacted]	**Fax:**			

Product Information

Vehicle Information

Product: Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Model :TACOMA Model Year :2007 Type :TRUCK

VIN:	5TEUU42N57Z[redacted]	**Original Owner:**	Y	**Failure Mileage:**	6400	**Antilock Brakes:**	Y
# of Cylinders:	6	**Engine Size:**	3.1	**Body Style:**	PICKUP TRUCK	**Speed:**	
Cruise Control:	Y	**Vehicle Usage:**	RECREATIONAL	**Fuel Type:**	GAS	**Powertrain:**	4 WHEEL DRIVE
Current Mileage:	6400	**Transmission Type:**	AUTOMATIC	**Purchase Date:**	16-NOV-2006	**Fuel System:**	FUEL INJECTION

Component: 180000 VEHICLE SPEED CONTROL

Dealer Type:	SALES DEALER	**Dealer Name:**	BERLING CITY	**State:**	NH
Address1:		**Work Phone:**		**Zip Code:**	
Address2:		**Home Phone:**		**Country Ext.:**	
City:	BERLIN	**Fax:**			
Country:	US	**Email:**			

Complaint Detail

04-FEB-2008

Complaint Information

ODI#:	10211100	**Referral Source:**	INTERNET OTHER SITE	**Num. Injured:**	0	**Property Damage:**	N
Received Date:	07-DEC-2007 **Incident Date:** 06-DEC-2007	**Crash:**	N	**Num Occurrences:**	50	**Police Report:**	N
Description:	SEVERAL PROBLEMS WITH LURCHING, SUDDEN ACCELERATION, AND HIGH IDLE. WHEN STOPPED WITH FOOT SQUARELY ON THE BRAKE (AND ONLY THE BRAKE), THERE WILL BE A SUDDEN LURCH THAT IS OFTEN STRONG ENOUGH TO OVERCOME THE BRAKE, NEARLY CAUSING SEVERAL ACCIDENTS WITH THE CAR IN FRONT OF ME. ALWAYS SEEM TO BE PRESSING THE BRAKE HARD TO STOP MOTION AND STAY STOPPED. WHEN I LET OFF THE BRAKE, THE TRUCK ACCELERATES ABOUT 100 RPM BEFORE EVEN TOUCHING THE ACCELERATOR PEDAL, AND BEGINS MOVING SIGNIFICANTLY. WHEN DECELERATING TO A STOP, HAVE HAD SEVERAL INSTANCES OF SUDDEN RPM AND ACCELERATION. THIS ALSO OCCURS WHEN GENTLY PULLING INTO MY GARAGE - THE ENGINE SUDDENLY LURCHES, AND HAS NEARLY CAUSED ME TO DAMAGE MY GARAGE. HAVE HAD SEVERAL INSTANCES WHERE BRAKING TO STOP, BUT THE ENGINE LURCHES GREATLY (SEVERAL HUNDRED RPM), I ALMOST CAN'T GET THE TRUCK TO STOP, AND HAS NEARLY CAUSED SEVERAL ACCIDENTS. I HAVE BEEN FORTUNATE SO FAR, BUT AFRAID IT WON'T LAST. ALL OF THIS IS WORSENED WHEN THE AC/COMPRESSOR IS RUNNING - THE IDLE RPM INCREASES ABOUT 300 RPM (WAY MORE THAN NECESSARY), AND ALSO CONTRIBUTES TO WORSENING THE LURCH. SOMETIMES IT SEEMS THAT THE LURCHING OCCURS WHILE DOWN-SHIFTING DURING DECELERATION. THESE PROBLEMS HAPPEN TO ME REGULARLY - AND ALWAYS OCCUR WHEN RUNNING THE AC/COMPRESSOR. PLEASE ADDRESS ASAP. THANKS. *TR	**Fire:**	N	**Num. Deaths:**	0	**Confidential:**	N

Consumer Information

Title:	MR.	**Address:**	[redacted]	**Zip Code:**	[redacted]	**Evening Phone:**	**Country Phone Code:**
Name:	[redacted]AM	**City:**	FISHERS	**Country:**	UNITED STATES	**Email:**	[redacted]
Org.:		**State:**	INDIANA	**Daytime Phone:**	[redacted]	**Fax:**	

Product Information

Vehicle Information

Product: Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Model :TACOMA Model Year :2006 Type :TRUCK

VIN:		**Original Owner:**	Y	**Failure Mileage:**	17000	**Antilock Brakes:**	Y
# of Cylinders:	6	**Engine Size:**	4.0 L	**Body Style:**	4-DOOR	**Speed:**	0
Cruise Control:	Y	**Vehicle Usage:**		**Fuel Type:**	GAS	**Powertrain:**	REAR WHEEL DRIVE
Current Mileage:	17000	**Transmission Type:**	AUTOMATIC	**Purchase Date:**	15-APR-2006	**Fuel System:**	FUEL INJECTION

Component: 180000 VEHICLE SPEED CONTROL

Dealer Type:	SALES DEALER	**Dealer Name:**	BUTLER TOYOTA	**State:**	IN
Address1:		**Work Phone:**		**Zip Code:**	
Address2:		**Home Phone:**		**Country Ext.:**	
City:	INDIANAPOLIS	**Fax:**			

TOY-RQ-00030485

Country: US

Email:

Complaint Detail

04-FEB-2008

Complaint Information

ODI#:	10208890	**Referral Source:**	MEDIA OTHER	**Num. Injured:**	0	**Property Damage:**	N
Received Date:	14-NOV-2007 **Incident Date:** 08-NOV-2007	**Crash:**	N	**Num Occurrences:**	1	**Police Report:**	N
Description:	VEHICLE SUDDENLY LUNGES FORWARD WITHOUT WARNING AND AN INCREASINGLY ANNOYING VIBRATION IN THE DRIVE TRAIN. *TR	**Fire:**	N	**Num. Deaths:**	0	**Confidential:**	N

Consumer Information

Title:	MR.	**Address:**	[redacted]	**Zip Code:**	[redacted]
Name:	[redacted]	**City:**	MARSTONS MILLS	**Country:**	UNITED STATES
Org.:		**State:**	MASSACHUSETTS	**Daytime Phone:**	[redacted]
Evening Phone:		**Country Phone Code:**			
Email:	[redacted]				
Fax:					

Product Information

Vehicle Information

Product: Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Model :TACOMA Model Year :2007 Type :TRUCK

VIN:	5TELU42N87Z[redacted]	**Original Owner:**	Y	**Failure Mileage:**	4010
# of Cylinders:	6	**Engine Size:**		**Body Style:**	PICKUP TRUCK
Cruise Control:	Y	**Vehicle Usage:**		**Fuel Type:**	GAS
Current Mileage:	4045	**Transmission Type:**	AUTOMATIC	**Purchase Date:**	08-MAY-2007
Antilock Brakes:	Y				
Speed:	1				
Powertrain:	4 WHEEL DRIVE				
Fuel System:	FUEL INJECTION				

Component: 103100 POWER TRAIN:AUTOMATIC TRANSMISSION:CONTROL MODULE (TCM, PCM)

Component: 180000 VEHICLE SPEED CONTROL

Component: 105300 POWER TRAIN:DRIVELINE:DRIVESHAFT

Dealer Type:	SALES DEALER	**Dealer Name:**	SULLIVAN BROOTHERS	**State:**	MA
Address1:	5 CRANBERRY ROAD	**Work Phone:**	781-585-1300	**Zip Code:**	02364
Address2:		**Home Phone:**		**Country Ext.:**	
City:	KINGSTON	**Fax:**	781-585-4402		
Country:	US	**Email:**			

Complaint Detail

04-FEB-2008

Complaint Information

ODI#: 10208868 **Referral Source:** INTERNET **Num. Injured:** 0 **Property Damage:** N

Received Date: 13-NOV-2007 **Incident Date:** 10-NOV-2007 **Crash:** N **Num Occurrences:** 6 **Police Report:** N

Description: I WAS DRIVING DOWNHILL ON A CURVEY ROAD WHEN I BEGAN TO BRAKE THE ENGINE SURGED I APPLIED THE BRAKES AND THE TRUCK SLOWED. APPROXIMATELY 5 MILES LATER I WAS APPROACHING A STOP SIGN AT A USUALLY VERY BUSY INTERSECTION (ROUTE 2 IN MASSACHUSETTS) I APPLIED THE BRAKES AND THE ENGINE SURGED BEFORE I COULD STOP THE TRUCK I WAS 10 FEET BEYOND THE STOP SIGN IN THE INTERSECTION. FORTUNATELY, NO CARS WERE COMING OTHERWISE WE WOULD HAVE BEEN HIT IN THE SIDE DOORS. THIS PROBLEM HAS BEEN OCCURRING INTERMITTENTLY SINCE I PURCHASED THE VEHICLE IN JUNE BUT I HAD MADE EXCUSES AND IT WAS NEVER RTO THE EXTENT THAT OCCURRED THIS PAST WEEK. *TR **Fire:** N **Num. Deaths:** 0 **Confidential:** N

Consumer Information

Title: **Address:** [redacted] **Zip Code:** [redacted] **Evening Phone:** **Country Phone Code:**

Name: [redacted] **City:** WEST ROXBURY **Country:** UNITED STATES **Email:** [redacted]

Org.: **State:** MASSACHUSETTS **Daytime Phone:** [redacted] **Fax:**

Product Information

Vehicle Information

Product: Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Model :TACOMA Model Year :2007 Type :TRUCK

VIN: 5TEUU42N67Z[redacted] **Original Owner:** Y **Failure Mileage:** **Antilock Brakes:** Y

# of Cylinders: 6 **Engine Size:** **Body Style:** PICKUP TRUCK **Speed:** 40

Cruise Control: N **Vehicle Usage:** **Fuel Type:** GAS **Powertrain:** 4 WHEEL DRIVE

Current Mileage: 8800 **Transmission Type:** AUTOMATIC **Purchase Date:** 31-MAY-2007 **Fuel System:** FUEL INJECTION

Component: 180000 VEHICLE SPEED CONTROL

Dealer Type: SALES DEALER **Dealer Name:** CLAIR TOYTA **State:** MA

Address1: **Work Phone:** **Zip Code:**

Address2: **Home Phone:** **Country Ext.:**

City: WEST ROXBURY **Fax:**

Country: US **Email:**

TOY-RQ-00030488

Complaint Detail

04-FEB-2008

Complaint Information

ODI#:	10208120	**Referral Source:**	NHTSA HOTLINE	**Num. Injured:**	0	**Property Damage:**	N
Received Date:	07-NOV-2007 **Incident Date:** 05-NOV-2007	**Crash:**	N	**Num Occurrences:**	1	**Police Report:**	N
Description:	TL*THE CONTACT OWNS A 2007 TOYOTA TACOMA. WHILE STOPPED AT A RED LIGHT WITH THE BRAKE PEDAL DEPRESSED, THE ENGINE REVVED AND THE VEHICLE ACCELERATED INTO ONCOMING TRAFFIC. THE CONTACT WAS FINALLY ABLE TO STOP THE VEHICLE BY SHIFTING FROM DRIVE INTO NEUTRAL. HE THEN DROVE DIRECTLY TO THE DEALER AND TWO DIFFERENT SERVICE REPRESENTATIVES STATED THAT THEY NEVER HEARD OF SUCH A THING. THE FAILURE WAS UNABLE TO BE DUPLICATED. THE VEHICLE HAS REMAINED PARKED BECAUSE THE CONTACT BELIEVES THE VEHICLE IS UNSAFE TO DRIVE. THE VIN, ENGINE SIZE, AND SPEED WERE UNKNOWN. THE CURRENT MILEAGE WAS 6,567 AND FAILURE MILEAGE WAS 6,525.	**Fire:**	N	**Num. Deaths:**	0	**Confidential:**	N

Consumer Information

Title:	MR.	**Address:**	[redacted]	**Zip Code:**	[redacted]	**Evening Phone:**	**Country Phone Code:**
Name:	[redacted]	**City:**	GOODLETTSVILLE	**Country:**	UNITED STATES	**Email:**	
Org.:		**State:**	TENNESSEE	**Daytime Phone:**	[redacted]	**Fax:**	

Product Information

Vehicle Information

Product: Product Type :VEHICLE Product Category :LIGHT VEHICLES
Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA
Model :TACOMA Model Year :2007 Type :TRUCK

VIN:	**Original Owner:** Y	**Failure Mileage:**	6525	**Antilock Brakes:**	Y
# of Cylinders:	6 **Engine Size:**	**Body Style:**	PICKUP TRUCK	**Speed:**	
Cruise Control:	Y **Vehicle Usage:** RECREATIONAL	**Fuel Type:**	GAS	**Powertrain:**	REAR WHEEL DRIVE
Current Mileage:	6567 **Transmission Type:** AUTOMATIC	**Purchase Date:**	09-FEB-2007	**Fuel System:**	FUEL INJECTION

Component: 180000 VEHICLE SPEED CONTROL

Dealer Type:	SALES DEALER	**Dealer Name:**	MERIETTA TOYOTA	**State:**	
Address1:		**Work Phone:**		**Zip Code:**	
Address2:		**Home Phone:**		**Country Ext.:**	
City:		**Fax:**			
Country:		**Email:**			

Complaint Detail

04-FEB-2008

Complaint Information

ODI#:	10207528			**Referral Source:**	OTHER	**Num. Injured:**	**Property Damage:** N
Received Date:	31-OCT-2007	**Incident Date:**	30-OCT-2007	**Crash:**	N	**Num Occurrences:** 1	**Police Report:** N
Description:	ON NUMEROUS OCCASIONS TRUCK WILL SURGE FORWARD SLIGHTLY WHEN AT A COMPLETE STOP WITH BRAKES APPLIED. *TR			**Fire:**	N	**Num. Deaths:**	**Confidential:** N

Consumer Information

Title:	MR.	**Address:**	[redacted]	**Zip Code:** [redacted]	**Evening Phone:** **Country Phone Code:**
Name:	[redacted]	**City:**	WOODINVILLE	**Country:** UNITED STATES	**Email:** [redacted]
Org.:		**State:**	WASHINGTON	**Daytime Phone:** [redacted]	**Fax:**

Product Information

Vehicle Information

Product: Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Model :TACOMA Model Year :2007 Type :TRUCK

VIN:	5TELU42N97Z[redacted]	**Original Owner:**	Y	**Failure Mileage:**	1000
# of Cylinders:	6	**Engine Size:**	4.0L V6	**Body Style:**	PICKUP TRUCK
Cruise Control:	Y	**Vehicle Usage:**		**Fuel Type:**	GAS
Current Mileage:	10000	**Transmission Type:**	AUTOMATIC	**Purchase Date:**	20-APR-2007

Antilock Brakes:	Y
Speed:	0
Powertrain:	4 WHEEL DRIVE
Fuel System:	FUEL INJECTION

Component: 180000 VEHICLE SPEED CONTROL

Complaint Detail

04-FEB-2008

Complaint Information

ODI#:	10202727			**Referral Source:**	INTERNET OTHER	**Num. Injured:**	0	**Property Damage:**	N
Received Date:	11-SEP-2007	**Incident Date:**	01-MAY-2007	**Crash:**	N	**Num Occurrences:**	50	**Police Report:**	N
Description:	EXPERIENCING A "LURCHING" PROBLEM WHEN APPLYING THE BRAKES, AND COMING TO A STOP. AT TIMES, THE LURCH OCCURS WHILE THE VEHICLE IS STOPPED. SOMETIMES THE EXPERIENCE IS SUDDEN AND FORCEFUL ENOUGH THAT IT ALMOST FEELS LIKE ANOTHER CAR HAS BUMPED INTO ME. THIS COMPELS ME TO KEEP MY FOOT ON THE BRAKE FORCEFULLY, MORE SO THAN IS NORMALLY NECESSARY IN OTHER VEHICLES. THIS IS A SAFETY CONCERN, AS WITHOUT ADEQUATE BRAKE PRESSURE THE VEHICLE MOVES FORWARD. *TR			**Fire:**	N	**Num. Deaths:**	0	**Confidential:**	Y

Consumer Information

Title:	MR.	**Address:**	[redacted]	**Zip Code:**	[redacted]	**Evening Phone:**	[redacted]	**Country Phone Code:**	
Name:	[redacted]	**City:**	RIDGECREST	**Country:**	UNITED STATES	**Email:**	[redacted]		
Org.:		**State:**	CALIFORNIA	**Daytime Phone:**	[redacted]	**Fax:**			

Product Information

Vehicle Information

Product: Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Model :TACOMA Model Year :2006 Type :TRUCK

VIN:	3TMLU42N66M[redacted]	**Original Owner:**	N	**Failure Mileage:**		**Antilock Brakes:**	Y
# of Cylinders:	6	**Engine Size:**		**Body Style:**	4-DOOR	**Speed:**	0
Cruise Control:	Y	**Vehicle Usage:**		**Fuel Type:**	GAS	**Powertrain:**	4 WHEEL DRIVE
Current Mileage:	18000	**Transmission Type:**	AUTOMATIC	**Purchase Date:**		**Fuel System:**	FUEL INJECTION

Component: 180000 VEHICLE SPEED CONTROL

Complaint Detail

04-FEB-2008

Complaint Information

ODI#:	10202283	**Referral Source:**	INTERNET	**Num. Injured:**	0	**Property Damage:**	N
Received Date:	08-SEP-2007 **Incident Date:** 07-SEP-2007	**Crash:**	N	**Num Occurrences:**	1	**Police Report:**	N
Description:	NUMEROUS OCCASIONS WHERE MY 2007 TOYOTA TACOMA WILL LURCH FORWARD WHEN AT A STOP LIGHT. AUTOMATIC TRANSMISSION, AND ON THE BRAKE. FEELS AS IF I HAVE BEEN TAPPED BY SOMEONE BEHIND ME. IT HAS NEVER RESULTED IN AN ACCIDENT, BUT I WILL NOT LET MY WIFE DRIVE THIS VEHICLE BECAUSE OF THIS SITUATION. *JB	**Fire:**	N	**Num. Deaths:**	0	**Confidential:**	N

Consumer Information

Title:	**Address:** [redacted]	**Zip Code:** [redacted]	**Evening Phone:**	**Country Phone Code:**	
Name: [redacted]	**City:** SPANAWAY	**Country:** UNITED STATES	**Email:** [redacted]		
Org.:	**State:** WASHINGTON	**Daytime Phone:** [redacted]	**Fax:**		

Product Information

Vehicle Information

Product: Product Type :VEHICLE Product Category :LIGHT VEHICLES
Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA
Model :TACOMA Model Year :2007 Type :TRUCK

VIN:	5TELU42N67Z[redacted]	**Original Owner:**	Y	**Failure Mileage:**	100
# of Cylinders:	6	**Engine Size:**	4.0 LITER	**Body Style:**	4-DOOR
Cruise Control:	Y	**Vehicle Usage:**		**Fuel Type:**	GAS
Current Mileage:	3000	**Transmission Type:**	AUTOMATIC	**Purchase Date:**	26-JUL-2007

Antilock Brakes:	Y		
Speed:	0		
Powertrain:	4 WHEEL DRIVE		
Fuel System:	FUEL INJECTION		

Component: 180000 VEHICLE SPEED CONTROL

Dealer Type:	SALES DEALER	**Dealer Name:**	TOYOTA OF PUYALLUP	**State:**	
Address1:		**Work Phone:**		**Zip Code:**	
Address2:		**Home Phone:**		**Country Ext.:**	
City:		**Fax:**			
Country:		**Email:**			

Complaint Detail

04-FEB-2008

Complaint Information

ODI#: 10201655 **Referral Source:** ACQUAINTANCE **Num. Injured:** 1 **Property Damage:** Y

Received Date: 01-SEP-2007 **Incident Date:** 08-JUN-2007 **Crash:** Y **Num Occurrences:** 5 **Police Report:** Y

Description: OVER A PERIOD OF SEVERAL MONTHS AFTER PURCHASING A NEW 2007 TOYOTA TACOMA, I EXPERIENCED FIVE INCIDENTS OF BRAKE/ACCELERATION PROBLEMS FINALLY RESULTING IN A CRASH. FIRST INCIDENT: STOPPED AT A TRAFFIC LIGHT WITH MY FOOT ON THE BRAKE, THE TRUCK LUNGED FORWARD A FEW FEET. THE DEALERSHIP TOLD ME THEY COULD NOT FIND ANY PROBLEM. A MONTH LATER, STOPPED IN A GAS STATION DRIVE WITH MY FOOT ON THE BRAKE WAITING TO EXIT, THE REAR WHEELS BEGAN SPINNING OUT OF CONTROL. I PRESSED ON THE BRAKE AS HARD AS I POSSIBLY COULD TO KEEP FROM ENTERING TRAFFIC. THREE WEEKS LATER, APPROACHING THE BOTTOM OF A HILLY SHARP TURN, I TAPPED THE BRAKES TO SLOW DOWN. AGAIN THE REAR WHEELS ACCELERATED TO A HIGH RATE OF SPEED. I COULD NOT STOP THE TRUCK TO KEEP FROM STRIKING A VAN IN FRONT OF ME SO I CROSSED OVER A DOUBLE YELLOW LINE TO AVOID A COLLISION. IT TOOK ABOUT A THOUSAND YARDS TO GAIN CONTROL. THE DEALERSHIP SAID, "WE CAN'T FIX THE PROBLEM" UNTIL WE CAN DUPLICATE IT". I CALLED TOYOTA OF AMERICA, AGAIN ONLY TO BE TOLD THAT TOYOTA COULD DO NOTHING. THE FOURTH INCIDENT OCCURRED ON AN ENTRANCE RAMP TO A HIGHWAY. I TAPPED THE BRAKES TO SLOW DOWN. THE VEHICLE ACCELERATED TO A HIGH RATE OF SPEED. I GOT IT UNDER CONTROL QUICKLY. FINALLY THE FIFTH AND FINAL INCIDENT. COMING OUT OF NASHVILLE WHERE IT WAS RAINING HARD, I GOT FURTHER NORTHBOUND ON THE I-24 WHERE IT WAS RAINING LESS AND THE PAVEMENT WAS WET. WHILE IN THE SHOULDER LANE, A VEHICLE IN THE LEFT LANE STARTED MOVING OVER TO THE RIGHT CAUSING ME TO TAP MY BRAKES. THE REAR WHEELS ACCELERATED TO A VERY HIGH RATE OF SPEED CAUSING THE TRUCK TO HYDROPLANE. THE REAR END OF THE TRUCK SPUN AROUND TO THE LEFT AND, STILL ACCELERATING ON ITS OWN, DROVE INTO THE EMBANKMENT, FIRST SKIDDING SIDEWAYS THEN THE TRUCK BEGAN TO ROLL SEVERAL TIMES. IT STRUCK A RUT CAUSING IT TO GO AIRBORNE FINALLY LANDING ON ITS ROOF. IT ROLLED SEVERAL MORE TIMES COMING TO A STOP IN A DITCH ON THE DRIVERS DOOR. I WAS TRANSPORTED TO THE HOSPITAL. *JB

Fire: N **Num. Deaths:** 0 **Confidential:** N

Consumer Information

Title: MR. **Address:** [redacted] **Zip Code:** [redacted] **Evening Phone:** [redacted] **Country Phone Code:**

Name: [redacted] **City:** DOVER **Country:** UNITED STATES **Email:** [redacted]

Org.: **State:** TENNESSEE **Daytime Phone:** [redacted] **Fax:**

Product Information

Vehicle Information

Product: Product Type :VEHICLE Product Category :LIGHT VEHICLES
Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA
Model :TACOMA Model Year :2007 Type :TRUCK

VIN: 5TELU42N67Z[redacted] **Original Owner:** Y **Failure Mileage:** 16200 **Antilock Brakes:** Y

# of Cylinders: 6 **Engine Size:** 4.0 LITRE **Body Style:** PICKUP TRUCK **Speed:** 55

Cruise Control: Y **Vehicle Usage:** **Fuel Type:** GAS **Powertrain:** 4 WHEEL DRIVE

Purchase Date: 31-OCT-2006 **Fuel System:** FUEL INJECTION

TOY-RQ-00030493

Current Mileage: 16200 **Transmission Type:** AUTOMATIC

Component: 180000 VEHICLE SPEED CONTROL

Dealer Type:	SALES DEALER	**Dealer Name:**	PEPPERS TOYOTA	**State:**	TN
Address1:	2420 EAST WOOD ST.	**Work Phone:**	731/642-3900	**Zip Code:**	38242
Address2:		**Home Phone:**		**Country Ext.:**	
City:	PARIS	**Fax:**	UNK		
Country:	US	**Email:**	UNK		

Complaint Detail

04-FEB-2008

Complaint Information

ODI#:	10201595			**Referral Source:**	NHTSA HOTLINE	**Num. Injured:**	0
Received Date:	31-AUG-2007	**Incident Date:**	22-AUG-2007	**Crash:**	N	**Num Occurrences:**	2
Description:	TL*THE CONTACT OWNS A 2006 TOYOTA TACOMA. WHILE DRIVING 30 MPH, THE VEHICLE ACCELERATED UNCONTROLLABLY TO 95 MPH. THE DEALER STATED THAT A TOYOTA ENGINEER NEEDED TO REPAIR THE VEHICLE, HOWEVER, ONE WOULD NOT BE AVAILABLE UNTIL SEPTEMBER 24, 2007. THE DEALER INFORMED THE CONTACT THAT HE COULD DRIVE THE VEHICLE IN THE INTERIM. THE VIN AND ENGINE SIZE WERE UNKNOWN. THE CURRENT AND FAILURE MILEAGES WERE 17,000.			**Fire:**	N	**Num. Deaths:**	0

Property Damage:	N						
Police Report:	N						
Confidential:	N						

Consumer Information

Title:		**Address:**	[redacted]	**Zip Code:**	[redacted]	**Evening Phone:**	
Name:	[redacted]	**City:**	PORTLAND	**Country:**	UNITED STATES	**Email:**	
Org.:		**State:**	OREGON	**Daytime Phone:**	[redacted]	**Fax:**	

Country Phone Code:	

Product Information

Vehicle Information

Product: Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Model :TACOMA Model Year :2006 Type :TRUCK

VIN:		**Original Owner:**	Y	**Failure Mileage:**	17000	**Antilock Brakes:**	N
# of Cylinders:	6	**Engine Size:**		**Body Style:**	PICKUP TRUCK	**Speed:**	30
Cruise Control:	N	**Vehicle Usage:**	RECREATIONAL	**Fuel Type:**	GAS	**Powertrain:**	4 WHEEL DRIVE
Current Mileage:	17000	**Transmission Type:**	AUTOMATIC	**Purchase Date:**	01-JUL-2006	**Fuel System:**	FUEL INJECTION

Component: 180000 VEHICLE SPEED CONTROL

Dealer Type:	SALES DEALER	**Dealer Name:**	BROADWAY TOYOTA	**State:**	
Address1:		**Work Phone:**		**Zip Code:**	
Address2:		**Home Phone:**		**Country Ext.:**	
City:		**Fax:**			
Country:		**Email:**			

Complaint Detail

04-FEB-2008

Complaint Information

ODI#: 10199820 **Referral Source:** OTHER **Num. Injured:** 0 **Property Damage:** N

Received Date: 16-AUG-2007 **Incident Date:** 22-JUL-2007 **Crash:** N **Num Occurrences:** 1 **Police Report:** N

Description: I WAS DRIVING MY NEW 2007 TOYOTA TACOMA ON THE HIGHWAY. I WENT TO ACCELERATE TO PASS ANOTHER VEHICLE WHEN MY TRUCK SUDDENLY WENT COMPLETELY OUT OF CONTROL(AS IF THE CRUISE CONTROL HAD TAKEN OVER) THE GAS PEDAL *PUSHED ITSELF* TO THE FLOOR. THE TRUCK WAS ACCELERATING AS FAST AS IT COULD GO, RPM PAST 7000(COMPLETELY RED LINING). I APPLIED THE BRAKE WHICH DID NOTHING, TRUCK JUST KEPT ACCELERATING TO TOP SPEEDS. I HAD BOTH FEET ON THE BRAKE WITH ALL MY STRENGTH TO KEEP FROM CRASHING INTO OTHER CARS ON THE HIGHWAY. COUNTERBALANCING IT AT ABOUT 60-70 MPH(WHILE THE BRAKES WERE SMOKING). I TRIED PUMPING THE BRAKE, BUT THE SECOND I TOOK MY FOOT OFF, IT KEPT ACCELERATING FASTER TRYING TO GO 120 MPH. SOMEHOW RIDING THE BRAKE AS HARD AS I COULD I WEAVING IN AND OUT OF TRAFFIC I GOT INTO THE BRAKE DOWN LANE. STILL NOT ABLE TO STOP THE VEHICLE I THREW IT IN PARK, WHICH STOPPED IT, BUT THE GAS PEDAL WAS STILL STUCK TO THE FLOOR. ENGINE WAS SCREAMING, RPM AT 7000, AND THE TIRES ARE SPINNING BURNING RUBBER. I THEN TURNED THE TRUCK OFF, TURNED IT BACK ON AND IT WAS STILL DOING THE SAME THING UNTIL I REALIZED THE GAS PEDAL WAS ACTUALLY STUCK SO I HIT IT AND IT RELEASED. ONCE I UNSTUCK THE PEDAL THE VEHICLE SEEMED OK SO I DROVE HOME VERY CAUTIOUSLY. WHEN I AS ALMOST HOME I ACCELERATED WITH A LITTLE TO MUCH JUICE AND IT DID THE SAME THING A SECOND TIME. THE PEDAL TOOK OVER AND FLOORED ITSELF, ACCELERATING TO TOP SPEED AND TOP RPM'S. THIS TIME I IMMEDIATELY TURNED THE VEHICLE OFF, UNSTUCK THE PEDAL AND AGAIN CAREFULLY FINISHED MY DRIVE HOME. REPORTED THE INCIDENT THE NEXT MORNING. THEY SAID NOTHING IS WRONG WITH IT, AFTER A MONTH OF FIGHTING TRADED THE TRUCK IN. *JB *DSY

Consumer Information

Title: MS. **Address:** [redacted] **Zip Code:** [redacted] **Evening Phone:** SAME **Country Phone Code:**

Name: [redacted] **City:** WAGENER **Country:** UNITED STATES **Email:** [redacted]

Org.: **State:** SOUTH CAROLINA **Daytime Phone:** [redacted] **Fax:**

Product Information

Vehicle Information

Product: Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Model :TACOMA Model Year :2007 Type :TRUCK

VIN: 3TMJU62N97M[redacted] **Original Owner:** Y **Failure Mileage:** 5700 **Antilock Brakes:** Y

# of Cylinders: 6 **Engine Size:** **Body Style:** PICKUP TRUCK **Speed:** 65

Cruise Control: Y **Vehicle Usage:** **Fuel Type:** GAS **Powertrain:**

Current Mileage: 6200 **Transmission Type:** AUTOMATIC **Purchase Date:** 30-APR-2007 **Fuel System:** FUEL INJECTION

Component: 180000 VEHICLE SPEED CONTROL

Dealer Type: SALES DEALER **Dealer Name:** TOYOTA OF AUGUSTA **State:** GA

TOY-RQ-00030496

Address1:	3069 WASHINGTON RD	**Work Phone:**	706 868 5454	**Zip Code:**	30907
Address2:		**Home Phone:**		**Country Ext.:**	
City:	AUGUSTA	**Fax:**			
Country:	US	**Email:**			

Complaint Detail

04-FEB-2008

Complaint Information

ODI#:	10198196			**Referral Source:**	INTERNET CHAT ROOM	**Num. Injured:**	0	**Property Damage:**	N
Received Date:	01-AUG-2007	**Incident Date:**	10-MAR-2007	**Crash:**	N	**Num Occurrences:**	100	**Police Report:**	N
Description:	TRUCK "SURGES" FORWARD WHEN AT A COMPLETE STOP. TRUCK ALSO EXHIBITS VIBRATION IN THE DRIVETRAIN AT LOW SPEEDS/ LOW RPMS☐ THIS IS CONSTANT AND RECURRING SINCE I BOUGHT MY VEHICLE. ☐ 2007 TOYOTA TACOMA DOUBLE CAB. *JB			**Fire:**	N	**Num. Deaths:**	0	**Confidential:**	Y

Consumer Information

Title:		**Address:**	[redacted]	**Zip Code:**	[redacted]	**Evening Phone:**		**Country Phone Code:**	
Name:	[redacted]	**City:**	GREENVILLE	**Country:**	UNITED STATES	**Email:**			
Org.:		**State:**	SOUTH CAROLINA	**Daytime Phone:**	[redacted]	**Fax:**			

Product Information

Vehicle Information

Product: Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Model :TACOMA Model Year :2007 Type :TRUCK

VIN:	3TMLU42N37M[redacted]	**Original Owner:**	Y	**Failure Mileage:**	300	**Antilock Brakes:**	Y
# of Cylinders:	6	**Engine Size:**	4.0 LITER	**Body Style:**	PICKUP TRUCK	**Speed:**	
Cruise Control:	Y	**Vehicle Usage:**		**Fuel Type:**	GAS	**Powertrain:**	4 WHEEL DRIVE
Current Mileage:	7221	**Transmission Type:**	AUTOMATIC	**Purchase Date:**	05-MAR-2007	**Fuel System:**	FUEL INJECTION

Component: 105000 POWER TRAIN:DRIVELINE

Component: 180000 VEHICLE SPEED CONTROL

Dealer Type:	SALES DEALER	**Dealer Name:**	TOYOTA OF GREENVILL	**State:**	
Address1:		**Work Phone:**		**Zip Code:**	
Address2:		**Home Phone:**		**Country Ext.:**	
City:		**Fax:**			
Country:		**Email:**			

TOY-RQ-00030498

Complaint Detail

04-FEB-2008

Complaint Information

ODI#:	10197535	**Referral Source:**	NHTSA HOTLINE	**Num. Injured:**	0	**Property Damage:**	Y
Received Date:	26-JUL-2007 **Incident Date:** 14-JUL-2007	**Crash:**	Y	**Num Occurrences:**	1	**Police Report:**	N
Description:	TL*THE CONTACT OWNS A 2007 TOYOTA TACOMA. WHILE DRIVING 4 MPH, THE CONTACT DEPRESSED THE BRAKE PEDAL, BUT THE VEHICLE SURGED FORWARD. THE VEHICLE CRASHED INTO A GATE. THE DEALER WAS UNABLE TO DUPLICATE THE FAILURE. THE CURRENT MILEAGE WAS 2,407 AND FAILURE MILEAGE WAS 2,000.	**Fire:**	N	**Num. Deaths:**	0	**Confidential:**	N

Consumer Information

Title:	**Address:** [redacted]	**Zip Code:** [redacted]	**Evening Phone:**	**Country Phone Code:**	
Name: [redacted]	**City:** WASHINGTON	**Country:** UNITED STATES	**Email:**		
Org.:	**State:** PENNSYLVANIA	**Daytime Phone:** [redacted]	**Fax:**		

Product Information

Vehicle Information

Product: Product Type :VEHICLE Product Category :LIGHT VEHICLES
Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA
Model :TACOMA Model Year :2007 Type :TRUCK

VIN:	5TEUU42N07Z[redacted]	**Original Owner:**	Y	**Failure Mileage:**	2000
# of Cylinders:	6	**Engine Size:**	4.0	**Body Style:**	PICKUP TRUCK
Cruise Control:	Y	**Vehicle Usage:**	RECREATIONAL	**Fuel Type:**	GAS
Current Mileage:	2407	**Transmission Type:**	AUTOMATIC	**Purchase Date:**	23-MAY-2007

Antilock Brakes:	Y		
Speed:	4		
Powertrain:	4 WHEEL DRIVE		
Fuel System:	FUEL INJECTION		

Component: 180000 VEHICLE SPEED CONTROL

Dealer Type:	SALES DEALER	**Dealer Name:**	WASHINGTON AUTOMAL	**State:**	
Address1:		**Work Phone:**		**Zip Code:**	
Address2:		**Home Phone:**		**Country Ext.:**	
City:		**Fax:**			
Country:		**Email:**			

Complaint Detail

04-FEB-2008

Complaint Information

ODI#:	10191371			**Referral Source:**	INTERNET	**Num. Injured:**	0	**Property Damage:**	Y
Received Date:	21-MAY-2007	**Incident Date:**	17-APR-2007	**Crash:**	Y	**Num Occurrences:**	1	**Police Report:**	N
Description:	TL*THE CONTACT OWNS A 2006 TOYOTA TACOMA. WHILE DRIVING 2 MPH THE VEHICLE ACCELERATED WITHOUT WARNING, WHICH CAUSED THE VEHICLE TO CRASH INTO A BUILDING. THE ROAD CONDITIONS WERE CLEAR. THE VEHICLE WAS TOWED TO THE DEALER. THE DEALER STATED THAT THEY WERE UNABLE TO DIAGNOSE THE FAILURE. THE FAILURE AND CURRENT MILEAGE WAS 5,500.			**Fire:**	N	**Num. Deaths:**	0	**Confidential:**	N

Consumer Information

Title:		**Address:**	[redacted]	**Zip Code:**	[redacted]	**Evening Phone:**		**Country Phone Code:**	
Name:	[redacted]	**City:**	SPRINGDALE	**Country:**	UNITED STATES	**Email:**			
Org.:		**State:**	ARKANSAS	**Daytime Phone:**	[redacted]	**Fax:**			

Product Information

Vehicle Information

Product: Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Model :TACOMA Model Year :2006 Type :TRUCK

VIN:	5TEJU62N76Z[redacted]	**Original Owner:**	Y	**Failure Mileage:**	5500	**Antilock Brakes:**	Y
# of Cylinders:	6	**Engine Size:**	4.0L	**Body Style:**	PICKUP TRUCK	**Speed:**	2
Cruise Control:	Y	**Vehicle Usage:**	RECREATIONAL	**Fuel Type:**	GAS	**Powertrain:**	UNKNOWN
Current Mileage:	5500	**Transmission Type:**	AUTOMATIC	**Purchase Date:**	01-OCT-2006	**Fuel System:**	FUEL INJECTION

Component: 180000 VEHICLE SPEED CONTROL

Dealer Type:	SALES DEALER	**Dealer Name:**	TOYOTA OF FAYETVEILL	**State:**	
Address1:		**Work Phone:**		**Zip Code:**	
Address2:		**Home Phone:**		**Country Ext.:**	
City:		**Fax:**			
Country:		**Email:**			

TOY-RQ-00030500

Complaint Detail

04-FEB-2008

Complaint Information

ODI#:	10187789			**Referral Source:**	INTERNET OTHER SITE	**Num. Injured:**	0	**Property Damage:**	N
Received Date:	13-APR-2007	**Incident Date:**	12-APR-2007	**Crash:**	N	**Num Occurrences:**	5	**Police Report:**	N
Description:	THIS IS NOT A FAILURE, BUT SOMETHING I SEE AS A SAFETY ISSUE.. WHEN I AM STOPPING AT A STOP LIGHT/ STOP SIGN AND AM IN DRIV WITH THE AIR CONDITIONER (A/C) ON THE TRUCK WILL SURGE FORWARD AND I HAVE TO PUSH THE BRAKES DOWN HARDER. THIS ONLY HAPPENS WHEN THE A/C IS ON, AND SEEMS TO COME FROM THE INCREASE IN ENGINE RPMS WHEN THE COMPRESSOR KICKS ON. THIS IS VERY UNSAFE AND COULD CAUSE ME TO REAR END SOMEONE. *AK			**Fire:**	N	**Num. Deaths:**	0	**Confidential:**	N

Consumer Information

Title:	MR.	**Address:**	[redacted]	**Zip Code:**	[redacted]	**Evening Phone:**		**Country Phone Code:**	
Name:	[redacted]	**City:**	ELK GROVE	**Country:**	UNITED STATES	**Email:**			
Org.:		**State:**	CALIFORNIA	**Daytime Phone:**	[redacted]	**Fax:**			

Product Information

Vehicle Information

Product: Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Model :TACOMA Model Year :2007 Type :TRUCK

VIN:		**Original Owner:**	Y	**Failure Mileage:**	100	**Antilock Brakes:**	Y
# of Cylinders:	6	**Engine Size:**		**Body Style:**	4-DOOR	**Speed:**	0
Cruise Control:	Y	**Vehicle Usage:**	RECREATIONAL	**Fuel Type:**	GAS	**Powertrain:**	4 WHEEL DRIVE
Current Mileage:	13500	**Transmission Type:**	AUTOMATIC	**Purchase Date:**		**Fuel System:**	FUEL INJECTION

Component: 036000 SERVICE BRAKES, HYDRAULIC:ANTILOCK

Component: 180000 VEHICLE SPEED CONTROL

Complaint Detail

04-FEB-2008

Complaint Information

ODI#:	10186996			**Referral Source:**		**Num. Injured:**	0	**Property Damage:**	N
Received Date:	04-APR-2007	**Incident Date:**	03-APR-2007	**Crash:**	N	**Num Occurrences:**	1	**Police Report:**	N
Description:	WHILE SLOWING DOWN FOR A RED LIGHT OR STOP SIGN GOING LESS THAN 10 MPH THE VEHICLE LUNGES OR LURCHES FORWARD. THIS ALSO HAPPENS WHILE COMPLETELY STOPPED. THIS PRETTY MUCH HAPPENS ON A REGUALR BASIS.*AK			**Fire:**	N	**Num. Deaths:**	0	**Confidential:**	N

Consumer Information

Title:	MR.	**Address:**	[redacted]	**Zip Code:**	[redacted]	**Evening Phone:**	[redacted]	**Country Phone Code:**	
Name:	[redacted]	**City:**	SAVANNAH	**Country:**	UNITED STATES	**Email:**	[redacted]		
Org.:		**State:**	MISSOURI	**Daytime Phone:**	[redacted]	**Fax:**			

Product Information

Vehicle Information

Product: Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Model :TACOMA Model Year :2006 Type :TRUCK

VIN:	5TELU42N76Z[redacted]	**Original Owner:**	Y	**Failure Mileage:**	500	**Antilock Brakes:**	Y
# of Cylinders:	6	**Engine Size:**	4.0	**Body Style:**	4-DOOR	**Speed:**	5
Cruise Control:	Y	**Vehicle Usage:**		**Fuel Type:**	GAS	**Powertrain:**	4 WHEEL DRIVE
Current Mileage:	16500	**Transmission Type:**	AUTOMATIC	**Purchase Date:**	03-JUN-2006	**Fuel System:**	FUEL INJECTION

Component: 180000 VEHICLE SPEED CONTROL

Dealer Type:	SALES DEALER	**Dealer Name:**	MOLLE TOYOTA	**State:**	MO
Address1:	601 W 103RD ST	**Work Phone:**	816-842-5200	**Zip Code:**	64114
Address2:		**Home Phone:**		**Country Ext.:**	
City:	KANSAS CITY	**Fax:**			
Country:	US	**Email:**	MOLLETOYOTA.COM		

Complaint Detail

04-FEB-2008

Complaint Information

ODI#:	10185253			**Referral Source:**	SCHOOL LIBRARY	**Num. Injured:**	**Property Damage:** N
Received Date:	15-MAR-2007	**Incident Date:**	13-MAR-2007	**Crash:**	N	**Num Occurrences:** 10	**Police Report:** N
Description:	2006 TOYOTA TACOMA LURCHING FORWARD AT A STOP LIGHT. THIS HAS HAPPENED QUITE A BIT. VERY STRANGE FOR A NEW TRUCK. *JB			**Fire:**	N	**Num. Deaths:**	**Confidential:** Y

Consumer Information

Title:	MR.	**Address:**	[redacted]	**Zip Code:**	[redacted]
Name:	[redacted]	**City:**	ARVADA	**Country:**	UNITED STATES
Org.:		**State:**	COLORADO	**Daytime Phone:**	[redacted]
Evening Phone:		**Country Phone Code:**			
Email:	[redacted]				
Fax:					

Product Information

Vehicle Information

Product: Product Type :VEHICLE Product Category :LIGHT VEHICLES
Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA
Model :TACOMA Model Year :2006 Type :TRUCK

VIN:		**Original Owner:**	N	**Failure Mileage:**	**Antilock Brakes:** N
# of Cylinders:		**Engine Size:**		**Body Style:**	**Speed:**
Cruise Control:	N	**Vehicle Usage:**		**Fuel Type:**	**Powertrain:**
Current Mileage:		**Transmission Type:**		**Purchase Date:**	**Fuel System:**

Component: 180000 VEHICLE SPEED CONTROL

Dealer Type:	SALES DEALER	**Dealer Name:**	BOULDER TOYOTA	**State:**	
Address1:		**Work Phone:**		**Zip Code:**	
Address2:		**Home Phone:**		**Country Ext.:**	
City:		**Fax:**			
Country:		**Email:**			

Complaint Detail

04-FEB-2008

Complaint Information

ODI#: 10184759 **Referral Source:** DEALER MANUAL **Num. Injured:** 0 **Property Damage:** N

Received Date: 11-MAR-2007 **Incident Date:** 10-MAR-2007 **Crash:** N **Num Occurrences:** 2 **Police Report:** N

Description: WE HAVE HAD TWO INCIDENTS WITH OUR 2006 TOYOTA TACOMA TRUCK;☐ I. MY WIFE, WAS DRIVING ROUTE 40 WHEN AFTER RED LIGHTS THE ENGINE SUDDENLY STARTED SPEEDING UP W/O ANY WARNING OR ALARM. HAVING HER FOOT OFF THE ACCELERATOR PEDAL DIDN'T HAVE ANY IMPACT. SHE HAD TO BRAKE AS MUCH SHE COULD TO CONTROL THE CAR. SHE WAS ABLE TO PULL TO PULL OFF BUT STILL COULDN'T CONTROL THE ENGINE. THE ENGINE DIDN'T EVEN SHUT DOWN WHEN TURNING THE KEY. CHANGING THE SELECTOR LEVER TO NEUTRAL WAS IMPOSSIBLE AS THE ENGINE TOOK FULL RPM. SOMEHOW AFTER SOME "TRIAL AND HORROR" SHE WAS ABLE TO SHUT AND RESTART THE ENGINE AND EVENTUALLY THE CAR WAS BACK IN CONTROL.☐
THE SITUATION HAD BEEN REALLY SCARY. I WASN'T THERE SO I COULD NOT FULLY APPRECIATE WHAT HAD HAPPENED WHEN SHE DESCRIBED THE SITUATION. ☐
☐
II. MY WIFE DIDN'T DARE TO USE THE CAR BEFORE I CAME BACK FROM A BUSINESS TRIP. YESTERDAY - SATURDAY 3/10 - I WAS DRIVING THE TRUCK THE FIRST TIME AFTER THE PREVIOUS INCIDENT. THERE WAS A SLOW DOWN IN THE TRAFFIC WHEN SUDDENLY THE ENGINE DID THE SAME AS ABOVE. I WAS ON A MIDDLE LANE AND COULDN'T DO ANYTHING BUT BRAKE AS HARD AS I COULD. HAVING HAZARD LIGHTS ON AND SLOWING THE SPEED CAREFULLY I WAS ABLE STOP ON THE HIGHWAY W/O ANYBODY DRIVING ON US. I SHUT AND RESTARTED THE ENGINE COUPLE OF TIMES W/O ANY IMPACT. EACH TIME ENGINE STARTED AS IF THE ACCELERATOR PEDAL WOULD BE PUSHED DOWN. I STARTED THE CAR AND PUSHING THE BRAKE PEDAL HARD I WAS ABLE TO CONTROL THE TRUCK AND DRIVE TO NEXT RED LIGHTS. AFTER SOME BRAKING AND RESTARTING THE CAR WAS AGAIN SUDDENLY BACK IN CONTROL.☐
☐
THE DEFECT DESCRIBED ABOVE COULD EASILY CAUSE A CRASH WITH SERIOUS INJURY OR EVEN DEATH WHEN HAPPENING IN A HEAVY TRAFFIC OR BAD WEATHER CONDITIONS.☐
☐
WE DON'T DARE TO DRIVE THE TRUCK BEFORE IT IS THE DEFECT IS IDENTIFIED AND FIXED. IT WILL BE IMPORTANT TO UNDERSTAND WHAT CAUSED THE PROBLEM AND HOW IT WAS FIXED. I HAVE NOTIFIED TOYOTA DEALER AND THEY WILL PICK UP THE TRUCK TOMORROW. *JB

Fire: N **Num. Deaths:** 0 **Confidential:** Y

Consumer Information

Title: **Address:** [redacted] **Zip Code:** [redacted] **Evening Phone:** **Country Phone Code:**

Name: [redacted] **City:** HAVRE DE GRACE **Country:** UNITED STATES **Email:** [redacted]

Org.: **State:** MARYLAND **Daytime Phone:** [redacted] **Fax:**

Product Information

Vehicle Information

Product: Product Type :VEHICLE Product Category :LIGHT VEHICLES
Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA
Model :TACOMA Model Year :2006 Type :TRUCK

VIN: 5TELU42N76Z[redacted] **Original Owner:** Y **Failure Mileage:** **Antilock Brakes:** Y

Body Style: PICKUP TRUCK **Speed:** 35

TOY-RQ-00030504

				Body Style:	PICKUP TRUCK	**Speed:**	5
# of Cylinders:		**Engine Size:**		**Fuel Type:**	GAS	**Powertrain:**	REAR WHEEL DRIVE
Cruise Control:	Y	**Vehicle Usage:**		**Purchase Date:**	22-SEP-2006	**Fuel System:**	FUEL INJECTION
Current Mileage:	4000	**Transmission Type:**	AUTOMATIC				

Component: 180000 VEHICLE SPEED CONTROL

Component: 110000 ELECTRICAL SYSTEM

Complaint Detail

04-FEB-2008

Complaint Information

ODI#:	10184416	**Referral Source:**	INTERNET OTHER SITE	**Num. Injured:**	0	**Property Damage:**	N
Received Date:	07-MAR-2007 **Incident Date:** 04-JAN-2007	**Crash:**	N	**Num Occurrences:**	7	**Police Report:**	N
Description:	I WANTED TO WRITE YOU TO LET YOU KNOW THAT I HAVE A '06 TACOMA DOUBLE CAB AND I AM EXPERIENCING THE "LURCH" PROBLEM. I HAVE AROUND 2000 MILES ON MY TRUCK. I THOUGHT IT WAS JUST ME BEING PICKY, BUT IT ACTUALLY FEELS LIKE IT DOESN'T WANT TO STOP AT TIMES. I HAVE NOTICED THAT WITH THE AC OR HEAT ON, IF I ARE SITTING AT A RED LIGHT, AND DON'T HAVE MY FOOT FIRMLY, I MEAN FIRMLY PLANTED ON THE BRAKE, IT WANTS TO JUMP FORWARD. IT WILL DO THIS A COUPLE OF TIMES IF THE LIGHT IS RED FOR A WHILE. ALSO, IF I AM DRIVING THROUGH A PARKING LOT AT SLOW SPEEDS, IT TENDS TO "LURCH" FORWARDS AT TIMES, THUS CAUSING ME TO "PLAY" WITH THE BRAKE AND GAS. ☐ NOT SURE IF THIS IS RELATED OR NOT, BUT ALSO, IF I AM RIDING AT ABOUT 34-45 MPH AND THEN RELEASE THE GAS, THE ENGINE FEELS LIKE IT STALLS, BUT IT DOESN'T. THE RPMS DROP, THEN LEVEL OFF AGAIN AS IT COAST. *JB	**Fire:**	N	**Num. Deaths:**	0	**Confidential:**	N

Consumer Information

Title:	MR.	**Address:**	[redacted]	**Zip Code:**	[redacted]	**Evening Phone:**	[redacted] **Country Phone Code:**
Name:	[redacted]	**City:**	FLORENCE	**Country:**	UNITED STATES	**Email:**	[redacted]
Org.:		**State:**	SOUTH CAROLINA	**Daytime Phone:**	[redacted]	**Fax:**	

Product Information

Vehicle Information

Product: Product Type :VEHICLE Product Category :LIGHT VEHICLES
Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA
Model :TACOMA Model Year :2006 Type :TRUCK

VIN:		**Original Owner:**	Y	**Failure Mileage:**	500	**Antilock Brakes:**	Y
# of Cylinders:	6	**Engine Size:**		**Body Style:**	4-DOOR	**Speed:**	
Cruise Control:	Y	**Vehicle Usage:**		**Fuel Type:**	GAS	**Powertrain:**	REAR WHEEL DRIVE
Current Mileage:	2100	**Transmission Type:**	AUTOMATIC	**Purchase Date:**	11-DEC-2006	**Fuel System:**	FUEL INJECTION

Component: 180000 VEHICLE SPEED CONTROL

Component: 061000 ENGINE AND ENGINE COOLING:ENGINE

Dealer Type:	SALES DEALER	**Dealer Name:**	FLORENCE TOYOTA	**State:**	SC
Address1:		**Work Phone:**		**Zip Code:**	29501
Address2:		**Home Phone:**		**Country Ext.:**	
City:	FLORENCE	**Fax:**			
Country:	US	**Email:**			

TOY-RQ-00030506

Complaint Detail

04-FEB-2008

Complaint Information

ODI#:	10184375	**Referral Source:**	E-BBS	**Num. Injured:**	0	**Property Damage:**	N
Received Date:	06-MAR-2007	**Incident Date:**	27-SEP-2006	**Crash:**	N	**Num Occurrences:**	20	**Police Report:**	N
Description:	I HAVE AN '06 TOYOTA TACOMA THAT "LURCHES" WHEN AT A STOP BUT STILL IN DRIVE. AFTER A FEW SECONDS FROM COMING TO A STOP, THE VEHICLE IDLES HIGHER AND IF THE BRAKES ARE NOT DEPRESSED TO THE FLOOR THE VEHICLE WILL MOVE FORWARD. *JB			**Fire:**	N	**Num. Deaths:**	0	**Confidential:**	N

Consumer Information

Title:	MR.	**Address:**	[redacted]	**Zip Code:**	[redacted]	**Evening Phone:**		**Country Phone Code:**	
Name:	[redacted]	**City:**	TOMBALL	**Country:**	UNITED STATES	**Email:**	[redacted]		
Org.:		**State:**	TEXAS	**Daytime Phone:**	[redacted]	**Fax:**			

Product Information

Vehicle Information

Product: Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Model :TACOMA Model Year :2006 Type :TRUCK

VIN:	3TMJU62N36M[redacted]	**Original Owner:**	Y	**Failure Mileage:**	500	**Antilock Brakes:**	Y
# of Cylinders:	6	**Engine Size:**	4.0 LITER	**Body Style:**	4-DOOR	**Speed:**	0
Cruise Control:	Y	**Vehicle Usage:**		**Fuel Type:**	GAS	**Powertrain:**	REAR WHEEL DRIVE
Current Mileage:	4350	**Transmission Type:**	AUTOMATIC	**Purchase Date:**	27-SEP-2006	**Fuel System:**	FUEL INJECTION

Component: 180000 VEHICLE SPEED CONTROL

Component: 103000 POWER TRAIN:AUTOMATIC TRANSMISSION

Dealer Type:	SALES DEALER	**Dealer Name:**	FRED HAAS TOYOTA	**State:**	
Address1:		**Work Phone:**		**Zip Code:**	
Address2:		**Home Phone:**		**Country Ext.:**	
City:		**Fax:**			
Country:		**Email:**			

Complaint Detail

04-FEB-2008

Complaint Information

ODI#:	10184332	**Referral Source:**	INTERNET	**Num. Injured:**	0	**Property Damage:**	Y
Received Date:	06-MAR-2007	**Incident Date:**	24-OCT-2006	**Crash:**	Y	**Num Occurrences:**	2	**Police Report:**	Y
Description:	I HAVE EXPERIENCED A LURCHING PROBLEM IN MY 2006 SPORT 4 DOOR TACOMA. THE FIRST TIME IT HAPPENED, I REAR ENDED A VEHICLE CAUSING $1500 DAMAGE TO THE TACOMA AND $1200 TO THE OTHER VEHICLE. I ALSO HAD A WITNESS THAT SAW MY FOOT ON THE BRAKE PEDAL AFTER IMPACT. THE VEHICLE WAS TOWED TO THE DEALERSHIP AND THE ACCIDENT REPORTED TO TOYOTA CANADA AND THE MINISTRY OF TRANSPORTATION. A THIRD PARTY INVESTIGATOR/ENGINEERING WAS SENT TO CHECK THE VEHICLE AND FOUND NO ERROR CODES. I WAS TOLD THERE WAS NO PROBLEM. TWO MONTHS LATER THE TRUCK LURCHED AGAIN AT AN INTERSECTION. THIS TIME I SHOVED THE TRUCK INTO NEUTRAL. I OBSERVED THE RPMS CLIMB TO 3000 RPM THEN DROP OFF. THE TOYOTA DEALERSHIP (NORTHSIDE TOYOTA) CHECKED THE VEHICLE OVER AND SAID THEY FOUND NO PROBLEM. NOTE: THE VEHICLE HAD ROUGHLY 10,000 KILOMETERS AT THAT TIME. I ALSO FOUND MYSELF RIDING THE BRAKES MORE THEN I HAVE EVER ON ANY VEHICLE I'VE OWNED. ☐ WE HAVE SINCE TRADED THE VEHICLE IN FOR A 2007 TACOMA THINKING THIS PROBLEM IS ONE OF A KIND ISSUE. I TOLD THE DEALERSHIP WHY I WAS TRADING IT IN. WE NO LONGER TRUSTED THE 2006. THEY HAD NO QUALMS DOING THE TRADE, OBVIOUSLY THINKING THERE WAS NO ISSUE. I TOOK A MAJOR HIT FOR DEPRECIATION ON A TRUCK THAT HAD ONE OIL CHANGE. THAT 2006 IS STILL SITTING ON THEIR LOT. TO SAY THE LEAST I AM NOT PLEASED, BUT DON'T HAVE THE MEANS TO PURSUE THIS. ALSO THE STRESS GOT TO US. *JB☐	**Fire:**	N	**Num. Deaths:**	0	**Confidential:**	Y

Consumer Information

Title:	MR.	**Address:**	[redacted]	**Zip Code:**	[redacted]	**Evening Phone:**	[redacted]	**Country Phone Code:**	
Name:	[redacted]	**City:**	SAULT STE MARIE	**Country:**	OTHER	**Email:**	[redacted]		
Org.:		**State:**	FOREIGN STATES	**Daytime Phone:**	[redacted]	**Fax:**			

Product Information

Vehicle Information

Product: Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Model :TACOMA Model Year :2006 Type :TRUCK

VIN:	5TEMU52N96Z[redacted]	**Original Owner:**	Y	**Failure Mileage:**	6000	**Antilock Brakes:**	Y
# of Cylinders:	6	**Engine Size:**		**Body Style:**	4-DOOR	**Speed:**	8
Cruise Control:	Y	**Vehicle Usage:**		**Fuel Type:**	GAS	**Powertrain:**	4 WHEEL DRIVE
Current Mileage:	8000	**Transmission Type:**	AUTOMATIC	**Purchase Date:**	15-JUN-2006	**Fuel System:**	FUEL INJECTION

Component: 180000 VEHICLE SPEED CONTROL

Dealer Type:	SALES DEALER	**Dealer Name:**	NORTHSIDE TOYOTA	**State:**	00
Address1:	61 GREAT NORTHERN RD	**Work Phone:**	705-256-6266	**Zip Code:**	
Address2:		**Home Phone:**		**Country Ext.:**	

TOY-RQ-00030508

City: SAULT STE MARIE

Country: ??

Fax:

Email: WWW.NORTHSIDETOYOTA.COM

Complaint Detail

04-FEB-2008

Complaint Information

ODI#:	10183012	**Referral Source:**	INTERNET	**Num. Injured:**	0	**Property Damage:**	N
Received Date:	20-FEB-2007 **Incident Date:** 13-FEB-2006	**Crash:**	N	**Num Occurrences:**	2	**Police Report:**	N
Description:	ME AND MY FAMILY WAS OUT ON 2/13/07 AND WAS COMING UP TO A STOP LIGHT. THE GAS ON MY 2006 TOYOTA TACOMA WOULD NOT LET OFF. I APPLIED BRAKES, THIS WOULD NOT DISENGAGE THE GAS. A CAR WAS IN FRONT OF ME. I WAS ABLE TO PUT THE TRUCK IN NEUTRAL AND TURN INTO A SIDE ROAD BEFORE HITTING CAR. WHILE IN NEUTRAL RPM'S WERE HIGH CAUSING THE REV LIMITER TO KICK IN. CUT IGNITION SWITCH OFF. RESTARTED TRUCK AND WAS OKAY. TOOK THIS TRUCK TO DEALERSHIP ON 2-14-07 THEY COULD NOT MAKE IT HAPPEN AGAIN. THEY CONTACTED TOYOTA. ON 2-15-07 TOYOTA HAD NOT CONTACTED THEM BACK. I CALLED TOYOTA MYSELF AND WAS GIVEN A CASE NUMBER ON 2-15-07. THIS IS 2-20-07 AND TOYOTA HAS NOT CONTACTED ME ON THIS ISSUE. I HAVE CALLED THEM BACK AND E-MAILED WITH NO RESPONSE. THIS IS A VERY SERIOUS SITUATION AND COULD GET SOMEONE KILLED. THIS HAS HAPPENED AGAIN SINCE THEN. *NM	**Fire:**	N	**Num. Deaths:**	0	**Confidential:**	Y

Consumer Information

Title:		**Address:**	[redacted]	**Zip Code:**	[redacted]	**Evening Phone:**	**Country Phone Code:**
Name:	[redacted]	**City:**	SALISBURY	**Country:**	UNITED STATES	**Email:**	[redacted]
Org.:		**State:**	NORTH CAROLINA	**Daytime Phone:**	[redacted]	**Fax:**	

Product Information

Vehicle Information

Product: Product Type :VEHICLE Product Category :LIGHT VEHICLES
Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA
Model :TACOMA Model Year :2006 Type :TRUCK

VIN:	3TMKU72N56M[redacted]	**Original Owner:**	N	**Failure Mileage:**	**Antilock Brakes:** N
# of Cylinders:		**Engine Size:**		**Body Style:**	**Speed:**
Cruise Control:	N	**Vehicle Usage:**		**Fuel Type:**	**Powertrain:**
Current Mileage:		**Transmission Type:**		**Purchase Date:**	**Fuel System:**

Component: 180000 VEHICLE SPEED CONTROL

Complaint Detail

04-FEB-2008

Complaint Information

ODI#: 10182045 **Referral Source:** INTERNET **Num. Injured:** **Property Damage:** N

Received Date: 08-FEB-2007 **Incident Date:** 03-JAN-2007 **Crash:** N **Num Occurrences:** 1 **Police Report:** N

Description: I WAS DRIVING DOWN HILL ALONG ABOUT 50 KM/H. I NOTICED STOP LIGHTS AND CARS SPINNING AND SLIDING EVERYWHERE. I GENTLY TOOK MY FOOT OFF THE THROTTLE TO START ENGINE BRAKING AND AS USUAL NOTHING HAPPENS IMMEDIATELY. WORSE, TRUCK STARTED TO ACCELERATE BECAUSE OF RPM HANG PROBLEM ON EVERY MANUAL TRANSMISSION EQUIPPED MODEL (MY COMPLAINT TO DEALER WAS IGNORED TWICE). THIS IS NOT EXACTLY A PLACE WHERE YOU CAN PUSH THE BRAKES EVEN WITH ABS BECAUSE IT ALSO IS AN OFF SLOPE TURN.☐
INSTEAD OF SLOWING DOWN GRACEFULLY, THE RPM HANG ACTUALLY ACTS LIKE A CRUISE CONTROL. COMBINED WITH THE DOWNHILL AND THE RPM HANG I AM NOT DECELERATING AT ALL! SUDDENLY THE ECU FINALLY DECIDES TO CLOSE THE THROTTLE (FUEL CUT OFF). AT THIS POINT TRUCK TAIL OF MY TRUCK SLIDE TO THE RIGHT AND TO THE LEFT. ONLY MY 20 YEAR EXPERIENCE AND GOOD LUCK LET ME AVOID A FATAL ACCIDENT.☐
THE NON-LINEAR THROTTLE RESPONSE IS NOT SAFE. THIS IS JUST DANGEROUS HOW THE ECU IS PROGRAMMED!☐
MAYBE BECAUSE ONLY <10% OF ALL TRUCKS HAVE MANUAL TRANSMISSIONS TOYOTA DOESN'T WANT TO HEAR ABOUT IT.☐
TOYOTA MUST ISSUE ECU PATCH FOR MANUAL TRANSMISSION MODELS V6 TACOMA, FJ CRUISER TO ELIMINATE:☐
1. RPM HANG WHEN SHIFTING☐
2. HIGH RPM (1450) WHEN ROLLING DOWNHILL IN NEUTRAL OR WITH CLUTCH DEPRESSED☐
3. MAKE LINEAR THROTTLE RESPONSE. *JB☐

Fire: N **Num. Deaths:** **Confidential:** N

Consumer Information

Title: MR. **Address:** [redacted] **Zip Code:** [redacted] **Evening Phone:** [redacted] **Country Phone Code:**

Name: [redacted] **City:** COQUITLAM **Country:** OTHER **Email:** [redacted]

Org.: **State:** FOREIGN STATES **Daytime Phone:** [redacted] **Fax:** [redacted]

Product Information

Vehicle Information

Product: Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Model :TACOMA Model Year :2007 Type :TRUCK

VIN: 5TELU42N47Z[redacted] **Original Owner:** Y **Failure Mileage:** 2900 **Antilock Brakes:** Y

# of Cylinders: 6 **Engine Size:** 4.0 **Body Style:** PICKUP TRUCK **Speed:** 50

Cruise Control: Y **Vehicle Usage:** **Fuel Type:** GAS **Powertrain:** 4 WHEEL DRIVE

Current Mileage: 3150 **Transmission Type:** MANUAL **Purchase Date:** 03-NOV-2006 **Fuel System:** FUEL INJECTION

Component: 180000 VEHICLE SPEED CONTROL

Component: 980000 OTHER

Dealer Type: SALES DEALER **Dealer Name:** REGENCY TOYOTA **State:** 00

Address1: **Work Phone:** **Zip Code:**

TOY-RQ-00030511

Address1:		**Work Phone:**		**Zip Code:**	
Address2:		**Home Phone:**		**Country Ext.:**	
City:	BURNABY, CANADA	**Fax:**			
Country:	??	**Email:**			

Complaint Detail

04-FEB-2008

Complaint Information

ODI#:	10181486			**Referral Source:**	INTERNET	**Num. Injured:**	0	**Property Damage:**	N
Received Date:	03-FEB-2007	**Incident Date:**	24-JAN-2007	**Crash:**	N	**Num Occurrences:**	1	**Police Report:**	N
Description:	I WAS STOPPED WAITING FOR ONCOMING TRAFFIC AT RT. 136 WEST NEWTON PA. WITH MY FOOT ON THE BRAKE THE TRUCK ACCELERATED SO HARD THE BRAKE WOULD NOT HOLD IT EVEN WITH FULL PRESSURE APPLIED. THE ONCOMING CAR MISSED ME BY INCHES. AFTER TRYING TO GET TOYOTA TO TAKE CARE OF IT WITH NO LUCK, I TRADED THE TRUCK IN WITH ONLY 3000 MILES ON IT. I AM VERY CONCERNED THAT THE TRUCK WILL BE SOLD TO SOMEONE THAT MAY HAVE THE SAME PROBLEM AND NOT BE AS FORTUNATE AS I WAS. *JB SEE ALSO 10180652 *DSY			**Fire:**	N	**Num. Deaths:**	0	**Confidential:**	N

Consumer Information

Title:	MR.	**Address:**	[redacted]	**Zip Code:**	[redacted]	**Evening Phone:**	[redacted]	**Country Phone Code:**	
Name:	[redacted]	**City:**	WEST NEWTON	**Country:**	UNITED STATES	**Email:**	[redacted]		
Org.:		**State:**	PENNSYLVANIA	**Daytime Phone:**	[redacted]	**Fax:**			

Product Information

Vehicle Information

Product: Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Model :TACOMA Model Year :2007 Type :TRUCK

VIN:	5TELU42N17Z[redacted]	**Original Owner:**	Y	**Failure Mileage:**	2987	**Antilock Brakes:**	Y
# of Cylinders:	6	**Engine Size:**	4.0	**Body Style:**	PICKUP TRUCK	**Speed:**	0
Cruise Control:	Y	**Vehicle Usage:**		**Fuel Type:**	GAS	**Powertrain:**	4 WHEEL DRIVE
Current Mileage:	2989	**Transmission Type:**	AUTOMATIC	**Purchase Date:**	14-NOV-2006	**Fuel System:**	FUEL INJECTION

Component: 180000 VEHICLE SPEED CONTROL

Component: 072000 FUEL SYSTEM, GASOLINE:DELIVERY

Dealer Type:	SALES DEALER	**Dealer Name:**	DAY TOYOTA	**State:**	PA
Address1:	1140 CLAIRTON BLVD.	**Work Phone:**	412-469-3000	**Zip Code:**	15236
Address2:		**Home Phone:**		**Country Ext.:**	
City:	PLEASANT HILLS	**Fax:**			
Country:	US	**Email:**			

Complaint Detail

04-FEB-2008

Complaint Information

ODI#:	10181411	**Referral Source:**	EMPLOYER/COMPANY	**Num. Injured:**		**Property Damage:**	N
Received Date:	02-FEB-2007	**Incident Date:**	24-OCT-2006	**Crash:**	N	**Num Occurrences:**	1	**Police Report:**	N
Description:	AT HIGHWAY SPEEDS, THE THROTTLE STICKS OPEN CAUSING THE ENGINE TO CONTINUE AT HIGH RPM AND THE VEHICLE WON'T SLOW DOWN. ☐ IN HEAVY TRAFFIC, THERE IS GREAT SAFETY PROBLEM. *NM			**Fire:**	N	**Num. Deaths:**		**Confidential:**	N

Consumer Information

Title:	MR.	**Address:**	[redacted]	**Zip Code:**	[redacted]	**Evening Phone:**	[redacted]	**Country Phone Code:**	
Name:	[redacted]	**City:**	FORESTHILL	**Country:**	UNITED STATES	**Email:**	[redacted]		
Org.:		**State:**	CALIFORNIA	**Daytime Phone:**	[redacted]	**Fax:**			

Product Information

Vehicle Information

Product: Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Model :TACOMA Model Year :2007 Type :TRUCK

VIN:	5TEUX42N87Z[redacted]	**Original Owner:**	Y	**Failure Mileage:**	1	**Antilock Brakes:**	N
# of Cylinders:	4	**Engine Size:**	2.7	**Body Style:**	PICKUP TRUCK	**Speed:**	50
Cruise Control:	Y	**Vehicle Usage:**	RECREATIONAL	**Fuel Type:**	GAS	**Powertrain:**	4 WHEEL DRIVE
Current Mileage:	2500	**Transmission Type:**		**Purchase Date:**	22-OCT-2006	**Fuel System:**	FUEL INJECTION

Component: 180000 VEHICLE SPEED CONTROL

Dealer Type:	SALES DEALER	**Dealer Name:**	ROSEVILLE TOYOTA	**State:**	
Address1:		**Work Phone:**		**Zip Code:**	
Address2:		**Home Phone:**		**Country Ext.:**	
City:		**Fax:**			
Country:		**Email:**			

Complaint Detail

04-FEB-2008

Complaint Information

ODI#:	10180652			**Referral Source:**	INTERNET	**Num. Injured:**	0	**Property Damage:**	N
Received Date:	24-JAN-2007	**Incident Date:**	24-JAN-2007	**Crash:**	N	**Num Occurrences:**	1	**Police Report:**	N
Description:	AT A FULL STOP AT AN INTERSECTION THE TRUCK ACCELERATED BY ITSELF HARD ENOUGH THE BRAKE WOULD NOT HOLD IT. PUSHING THE TRUCK ONTO THE ROAD WITH ONCOMING TRAFFIC. THE CAR MISSED ME. PLEASE DO NOT QUESTION MY ABILITY TO PUSH ON THE BRAKE AND NOT THE GAS AS YOU HAVE IN ALL THE REPORTS I HAVE READ. *NM SEE ALSO 10181486 *DSY			**Fire:**	N	**Num. Deaths:**	0	**Confidential:**	Y

Consumer Information

Title:	MR.	**Address:**	[redacted]	**Zip Code:**	[redacted]	**Evening Phone:**		**Country Phone Code:**	
Name:	[redacted]	**City:**	WEST NEWTON	**Country:**	UNITED STATES	**Email:**			
Org.:		**State:**	PENNSYLVANIA	**Daytime Phone:**	[redacted]	**Fax:**			

Product Information

Vehicle Information

Product: Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Model :TACOMA Model Year :2007 Type :TRUCK

VIN:	5TELU42N17Z[redacted]	**Original Owner:**	Y	**Failure Mileage:**	2987	**Antilock Brakes:**	Y
# of Cylinders:	6	**Engine Size:**	4.0L	**Body Style:**	PICKUP TRUCK	**Speed:**	0
Cruise Control:	Y	**Vehicle Usage:**		**Fuel Type:**	GAS	**Powertrain:**	4 WHEEL DRIVE
Current Mileage:	2989	**Transmission Type:**	AUTOMATIC	**Purchase Date:**	14-NOV-2006	**Fuel System:**	FUEL INJECTION

Component: 180000 VEHICLE SPEED CONTROL

Dealer Type:	SALES DEALER	**Dealer Name:**	DAY TOYTA	**State:**	PA
Address1:	1140 CLAIRTON BLVD.	**Work Phone:**	412-469-3000	**Zip Code:**	15236
Address2:		**Home Phone:**		**Country Ext.:**	
City:	PLEASANT HILLS	**Fax:**			
Country:	US	**Email:**			

Complaint Detail

04-FEB-2008

Complaint Information

ODI#:	10172030	**Referral Source:**	OTHER	**Num. Injured:**		**Property Damage:**	N
Received Date:	28-OCT-2006 **Incident Date:** 27-OCT-2006	**Crash:**	N	**Num Occurrences:**	3	**Police Report:**	N
Description:	SUDDEN ACCELERATION FOR THE THIRD TIME IN THIS VEHICLE. DRIVING ON A MOUNTAINOUS ROAD ABOUT 30 MPH. TRUCK MOVED TO THE SIDE GOING UP AN INCLINE FOR MY HUSBAND TO PASS HIM. HE ACCELERATED AND THE GAS PEDAL "STUCK". APPLIED THE BRAKES WITH NO DISENGAGING OF THE GAS PEDAL. TURNED THE KEY OFF AND ON SO AS NOT TO LOSE THE POWER STEERING. THIS CONTINUED FOR SEVERAL MINUTES. WHEN WE WERE ON A STRAIGHTAWAY, HE TURNED THE KEY OFF AND FINALLY THE GAS PEDAL DISENGAGED. TWO TIMES PREVIOUSLY TOYOTA HAS REPLACED THE CRUISE CONTROL. THIS IS NOT A CRUISE CONTROL ISSUE. THIS IS A GAS PEDAL ISSUE. I WAS TOLD PREVIOUSLY THE MAT WAS UNDER THE GAS PEDAL. THIS IS HARDLY THE PROBLEM. THE BRAKES WERE AGAIN RED HOT WHEN MY HUSBAND TRIED TO STOP THE TRUCK. ☐ ☐ WE WILL BE IN TOUCH WITH TOYOTA AGAIN THIS A.M. THIS VEHICLE IS A DEATH TRAP AND NEEDS TO BE PUT DOWN! *NM SEE ALSO ODI 10158925 AND 10149327 *DSY☐	**Fire:**	N	**Num. Deaths:**		**Confidential:**	N

Consumer Information

Title:	MRS.	**Address:**	[redacted]	**Zip Code:**	[redacted]	**Evening Phone:**	[redacted] **Country Phone Code:**
Name:	[redacted]	**City:**	LANSING	**Country:**	UNITED STATES	**Email:**	[redacted]
Org.:		**State:**	NORTH CAROLINA	**Daytime Phone:**	[redacted]	**Fax:**	

Product Information

Vehicle Information

Product: Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Model :TACOMA Model Year :2006 Type :TRUCK

VIN:	3TMLU42N36M[redacted]	**Original Owner:**	Y	**Failure Mileage:**	25000	**Antilock Brakes:**	Y
# of Cylinders:	4	**Engine Size:**	4	**Body Style:**	PICKUP TRUCK	**Speed:**	30
Cruise Control:	Y	**Vehicle Usage:**		**Fuel Type:**	GAS	**Powertrain:**	4 WHEEL DRIVE
Current Mileage:	25000	**Transmission Type:**	AUTOMATIC	**Purchase Date:**	01-JAN-2006	**Fuel System:**	FUEL INJECTION

Component: 180000 VEHICLE SPEED CONTROL

Dealer Type:	SALES DEALER	**Dealer Name:**	MIKE JOHNSON HICKOR	**State:**	NC
Address1:	435 US HWY 70SE	**Work Phone:**	704 535 1972	**Zip Code:**	28227N
Address2:		**Home Phone:**		**Country Ext.:**	
City:	HICKORY	**Fax:**			
Country:	US	**Email:**			

Complaint Detail

04-FEB-2008

Complaint Information

ODI#:	10152011			**Referral Source:**	NHTSA HOTLINE	**Num. Injured:**	**Property Damage:** N
Received Date:	06-MAR-2006	**Incident Date:**	06-MAR-2006	**Crash:**	Y	**Num Occurrences:** 1	**Police Report:** Y
Description:	DT*: THE CONTACT STATED WHILE DEPRESSING THE ACCELERATOR PEDAL, THE THROTTLE STICKS. AFTER THE THROTTLE STICKS, THE RPM'S RANGE HIGH AND DO NOT DECREASE. THE VEHICLE WAS TAKEN TO THE DEALER FOR INSPECTION. ALTHOUGH, THE DEALER KNEW THE PROBLEM PERSISTED WITH THE SPEED CONTROL AND THE ELECTRICAL SYSTEM, THE PROBLEM COULD NOT BE REMEDIED BY THE DEALER. UPDATED 03/28/06. *JB☐ ☐			**Fire:**	N	**Num. Deaths:**	**Confidential:** Y

Consumer Information

Title:		**Address:**	[redacted]	**Zip Code:**	[redacted]	**Evening Phone:** SAME	**Country Phone Code:**
Name:	[redacted]	**City:**	BRECKENRIDGE	**Country:**	UNITED STATES	**Email:**	
Org.:		**State:**	COLORADO	**Daytime Phone:**	[redacted]	**Fax:**	

Product Information

Vehicle Information

Product: Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Model :TACOMA Model Year :2006 Type :TRUCK

VIN:	5TEPX42NX6Z[redacted]	**Original Owner:**	Y	**Failure Mileage:**	12	**Antilock Brakes:**	Y
# of Cylinders:	4	**Engine Size:**	2.7	**Body Style:**	PICKUP TRUCK	**Speed:**	
Cruise Control:	N	**Vehicle Usage:**		**Fuel Type:**	GAS	**Powertrain:**	4 WHEEL DRIVE
Current Mileage:	1033	**Transmission Type:**	MANUAL	**Purchase Date:**	23-JAN-2006	**Fuel System:**	FUEL INJECTION

Component: 110000 ELECTRICAL SYSTEM

Component: 180000 VEHICLE SPEED CONTROL

Dealer Type:	SALES DEALER	**Dealer Name:**	BURT TOYOTA	**State:**	CO
Address1:	5460 S BROADWAY	**Work Phone:**	303-789-6566	**Zip Code:**	80113-6767
Address2:		**Home Phone:**		**Country Ext.:**	
City:	ENGLEWOOD	**Fax:**			
Country:	US	**Email:**			

From:	Sam Butto/=Lexus/Toyota.	Sent:4/30/2007 9:23 AM.
To: [-]	"Don Dare" <ddare@wate.com>@TMSVEN.	
Cc: [-]	.	
Bcc: [-]	George Morino/=TMS/Toyota.	
Subject:	RE: Lexus sudden acceleration.	

Hi Don,

Thank you for your update, and your concern. As I stated in my prior email, Lexus is cooperating fully with NHTSA in its efforts to investigate the allegations in their Preliminary Evaluation.

Thanks again!

Sam Butto
Lexus Communications
Toyota Division Communications
19001 S. Western Avenue
Torrance, CA 90501
Phone: 310-468-7728
Fax: 310-381-4618
email: sam_butto@lexus.com

"Don Dare" <ddare@wate.com>
04/28/2007 10:47 AM
To <Sam_Butto@Toyota.com>
cc
Subject RE: Lexus sudden acceleration

Dear Sam,

Thank you for your prompt response to my questions. There has been a new development since I first wrote, it has to do with the floor mat. As you know, the NHTSA is checking the accessory floor mat issue, that it can slid forward because it's "not secured" by the clip and "interfer with the throttle pedal," the accelerator.

We interviewed [redacted] on Friday, April 27. She says Scott Yon, investigator from the National Highway Traffic Safety Administration, came to Sevierville, Tennessee to see her car on April 17. [redacted] says he drove it, put it up on a lift, checked it completely.

Then she says, when Mr. Yon looked at the mats he found the winter rubber mat on top of the regular mat. We checked our video from the first time we interviewed [redacted] March 8, 2007. We asked her then to get inside the car, to demonstrate how she had applied the brakes (It had been her first time in the car since the October 12th incident). Our video from March 8th shows the rubber mat on top of the regular mat.

[redacted] says she paid extra for the mat and "when we went to pick up the car (in Johsonson City,Tennessee)

they had installed the winter mat on top of this other mat." She added, "so when I saw that done, I thought that must be fine, it's okay because the dealership had done it." The mats, she said, had never created a problem.

[redacted] there is a warning label on the rubber winter mat that states "Do not place on top of existing floor mats." But the lettering is so small, it's not raised, and you can hardly see it.

I'm not a federal investigator, just a consumer reporter in a small city, but maybe Lexus can somehow VERBALLY WARN it's customers about the winter mat. Also, if it's true what [redacted] says about the installation of the mat and there's no reason for me to believe she not truthful, perhaps dealers could be ADVISED to put the winter mat in the trunk and not on the floor.

Maybe Toyota is already taking these above steps, but if not, perhaps the cautionary measures could save other owners the possibility of a sudden acceleration episode.

Again, thank you.

Don Dare
865-633-6923
dddare@wate.com

-----Original Message-----
From: Sam_Butto@Toyota.com [mailto:Sam_Butto@Toyota.com]
Sent: Wednesday, April 25, 2007 7:11 PM
To: Don Dare
Subject: Re: Lexus sudden acceleration

Hi Don,

In answer to your questions:

1. Is Toyota Motor Company aware of the sudden acceration problem?

ANSWER: As you know,Toyota/Lexus is fully aware of the [redacted] case and as you stated in your email, after having their ES 350 checked out by a Lexus Field Technical Specialist they lost their arbitration case.

2. If so, where does the investigation stand?

ANSWER: As far as the [redacted] case is concerned, the results of the arbitration have closed the matter.

Regarding any other reports of sudden acceleration, Lexus reviews each report on a case-by-case basis. If any of the customer reports you found on the NHTSA site were reported by the individual customer to Lexus then their case will be reviewed by Lexus individually.

3. What efforts are being made to address the situation?

ANSWER: Again, each case is determined on a case-by-case basis.

The situation being addressed by Lexus is the Preliminary Evaluation investigation opened by NHTSA on March 29, 2007 on certain 2007 model year Lexus ES 350 vehicles. NHTSA is concerned that if the Lexus All Weather Floor Mat is placed on top of the existing Lexus Carpeted Floor Mats, the All Weather Floor Mats would not be secured by the retaining hooks (clips) and may slip forward, possibly interfering with the accelerator pedal.
NHTSA has received five consumer complaints where the All Weather Floor Mat may have interfered with the accelerator pedal operation.

A Preliminary Evaluation is an early-stage inquiry to determine if further analysis (an Engineering Analysis) is warranted; this is not a recall.
Lexus is currently cooperating fully with the agency in its efforts to investigate the allegations.

Sam Butto
Lexus Communications
Toyota Division Communications
19001 S. Western Avenue
Torrance, CA 90501
Phone: 310-468-7728
Fax: 310-381-4618
email: sam_butto@lexus.com

"Don Dare"

<ddare@wate.com>

To
04/24/2007 12:01 <sam_butto@toyota.com>

PM
cc
"Jamie Foster" <jfoster@wate.com>

Subject
Lexus sudden acceleration

Dear Sam,

Thanks for your call. Here's the background of a story we're working on reguarding the sudden acceleration of new model Lexus ES350 vehicles.

We have interviewed a local East Tennessee couple [redacted] Their case is #3407007. They bought a 2007 Lexus ES350 last year.
To date it has 2,720 miles. While merging onto 1-40, October 12 of last fall, she accelerated to 65 MPH, but she says "the car began to accelerate on its own." Her letter to NHTSA"s Office of Defects goes on to say: "the cruise light came on by itself, I disengaged the cruise, applied the brake with both feet, shifted into lower gears, including neutral, I applied the emergency brake and shifted into reverse, as the car was now approaching 100 MPH. I traveled almost 6 miles at 110+ MPH with the gearshift in reverse befoe the brakes took hold."

The [redacted] contacted the National Center for Dispute Settlement. Toyota had a Field Technical Specialist check the car. There was an arbitration hearing in Sevierville, Tennessee, March 1, 2007. The [redacted] were hoping Toyota would purchase the car, they would get a new one.

But according to the report's decision: "the Field Technical Specialist
(FTS) stated that in order for the incident to have happened as described by the customer, numerous redundant systems in the vehicle would have had to have failed simultaneously, and theh return to normal operations during th FTS inspection. The FTS stated that this scenario was not possible given the design of the vehicle. Further, the vehicle's braking system is designed to stop the vehicle while the engine is operating at full
throttle." DECISION: "The customer's request that the vehicle be repurchased is hereby DENIED." Their case number is: #3407007.

I went onto National Highway Transportation Safety Administration's website ... went to Office of Defects Investigation page. According to our search of federal records there are 25 recent complaints about the 2007, Lexus ES350. Out of the twenty-five search results, 14 owners complain of "vehicle speed control" problems. They were filed from May 2, 2006 through Janurary 25, 2007. Each person is referring to their ES350, 2007 model.

Some of the complaints go like this: "vehicle began to accelerate uncontrollably" ... "vehicle accelerated without warning" ... "cruise control wasn't functioning properly" The owners described what action they took: "I applied the brake but the car continued to accelerate" ... "I
stomped on the brakes with both feet, did not stop" They also wrote about
their feelings: "I have been traumatized by this event" ..."It's a miracle that I'm alive." The owners also discussed what their dealer's reaction had been: "Their (Toyota) investigator found nothing was wrong with the vehicle" ... "I was told (by dealer) to drive the car until it happened again and that they had n ver heard of this problem before."

Many of these statements describe the same experience [redacted] told us, i.e., "sudden accelation" ... "applied both feet to brake

pedal"
..."put on emergency brake" ... "put car into neutral" ... "shifted in reverse."

As I understand it, the NHTSA has advanced all this information about the 2007, ES350 to the Toyota Motor Company. Additionally, I have seen the April 5. 2007 letter from NHTSA's Office of Defects sent to Mr. Christopher Tinto, Toyota V-P. It refers to a problem with the Lexus "accessory floor
mat and the accelerator pedal." That issue and the above mentioned problems, I don't believe are related.

My questions to you are:

1. Is Toyota Motor Company aware of the sudden acceration problem?

2. If so, where does the investigation stand?

3. What efforts are being made to address the situation?

I appreciate your help.

Sincerely,
Don Dare

(Embedded image moved to file: pic02800.gif)

Insert a catchy tag line
here

Don Dare

Reporter/Anchor

WATE-TV
1306 N.
Broadway
Knoxville, TN
37917
ddare@wate.com

tel:

fax:

mobile:
865-633-6923 (Embedded
image
moved to file:
pic18087.gif)

865-523-3561
865-679-1092 (Embedded
image
moved to file:
pic31060.gif)

Add me to your address book...

Want a signature like
this?

From:	<Scott.Yon@dot.gov>.	Sent:4/16/2008 11:03 AM.
To: [-]	<CSantucci@tma.toyota.com>.	
Cc: [-]	<Jeff.Quandt@dot.gov>;<CTinto@tma.toyota.com>.	
Bcc: [-]	.	
Subject:	Unofficial/advanced IR letter.	

Chris,

The signed version of the letter will be sent through the normal channels and with attachments ASAP; I've attached an unofficial version (exact copy to the best of my understanding) for information purposes.

Can you confirm you have received this please?

Thanks,

Scott

D. Scott Yon

U.S. Department of Transportation

National Highway Traffic Safety Administration

Office of Defects Investigation

W48-308

1200 New Jersey Ave, SE

Washington, DC

20590

Direct: 202-366-0139

Toll Free: 1-877-5 DOT DOT (536-8368) ext 60139

Fax: 202-366-1767

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Mr. Christopher J. Tinto, Vice President
Toyota Motor North America, Inc.
Technical and Regulatory Affairs
601 Thirteenth Street, NW
Suite 910 South
Washington, DC 20005

NVS-213dsy
PE08-025

Dear Mr. Tinto:

This letter is to inform you that the Office of Defects Investigation (ODI) of the National Highway Traffic Safety Administration (NHTSA) has opened Preliminary Evaluation (PE) 08-025 to investigate allegations of interference between a plastic trim panel and the accelerator pedal resulting in unwanted acceleration in model year (MY) 2004 Toyota Sienna vehicles manufactured by Toyota Motor North America, Inc., and to request certain information.

This office has received one report of unwanted acceleration in MY 2004 Toyota Sienna vehicles. A field inspection conducted by ODI indicates that when a retainer clip is missing from the driver's side console trim panel, the panel can detach from the console and entrap the accelerator pedal causing unwanted acceleration. Field data also indicates that the trim panel component was superseded by a component that, due to a change in the shape of the forward edge of the panel, can not entrap the throttle should the retainer fail or dislodge. An electronic copy of the report is included on the enclosed CD-ROM for your information and ODI's report number is listed at the end of this document.

Unless otherwise stated in the text, the following definitions apply to these information requests:

- **Subject vehicles:** all model year 2004 Toyota Sienna vehicles manufactured for sale or lease in the United States.

- **Subject components:** all driver's side center console trim panel assemblies and retention clips (which secure the panel to the center console) manufactured for use in the subject vehicles as original equipment or service replacement parts.

- **Toyota:** Toyota Motor North America, Inc., and all of its past and present officers and employees, whether assigned to its principal offices or any of its field or other locations,

Unofficial advanced copy for Toyota information only

including all of its divisions, subsidiaries (whether or not incorporated) and affiliated enterprises and all of their headquarters, regional, zone and other offices and their employees, and all agents, contractors, consultants, attorneys and law firms and other persons engaged directly or indirectly (e.g., employee of a consultant) by or under the control of Toyota (including all business units and persons previously referred to), who are or, in or after 2000, were involved in any way with any of the following related to the alleged defect in the subject vehicles:

a. Design, engineering, analysis, modification or production (e.g. quality control);
b. Testing, assessment or evaluation;
c. Consideration, or recognition of potential or actual defects, reporting, record-keeping and information management, (e.g., complaints, field reports, warranty information, part sales), analysis, claims, or lawsuits; or
d. Communication to, from or intended for zone representatives, fleets, dealers, or other field locations, including but not limited to people who have the capacity to obtain information from dealers.

- **Alleged defect:** Allegations of a) excessive engine speed and or power output without the driver pressing on the accelerator pedal; b) the engine speed and or power output failing to decrease (subside) when the accelerator pedal was no longer being depressed by the driver; c) the subject component trim panel interfering with the operation of the throttle pedal; or d) the subject component trim panel becoming dislodged/separated from the center console.

- **Document:** "Document(s)" is used in the broadest sense of the word and shall mean all original written, printed, typed, recorded, or graphic matter whatsoever, however produced or reproduced, of every kind, nature, and description, and all non-identical copies of both sides thereof, including, but not limited to, papers, letters, memoranda, correspondence, communications, electronic mail (e-mail) messages (existing in hard copy and/or in electronic storage), faxes, mailgrams, telegrams, cables, telex messages, notes, annotations, working papers, drafts, minutes, records, audio and video recordings, data, databases, other information bases, summaries, charts, tables, graphics, other visual displays, photographs, statements, interviews, opinions, reports, newspaper articles, studies, analyses, evaluations, interpretations, contracts, agreements, jottings, agendas, bulletins, notices, announcements, instructions, blueprints, drawings, as-builts, changes, manuals, publications, work schedules, journals, statistical data, desk, portable and computer calendars, appointment books, diaries, travel reports, lists, tabulations, computer printouts, data processing program libraries, data processing inputs and outputs, microfilms, microfiches, statements for services, resolutions, financial statements, governmental records, business records, personnel records, work orders, pleadings, discovery in any form, affidavits, motions, responses to discovery, all transcripts, administrative filings and all mechanical, magnetic, photographic and electronic records or recordings of any kind, including any storage media associated with computers, including, but not limited to, information on hard drives, floppy disks, backup tapes, and zip drives, electronic communications, including but not limited to, the Internet and shall include any drafts or revisions pertaining to any of the foregoing, all other things similar to any of the foregoing, however denominated by Toyota, any other data compilations

from which information can be obtained, translated if necessary, into a usable form and any other documents. For purposes of this request, any document which contains any note, comment, addition, deletion, insertion, annotation, or otherwise comprises a non-identical copy of another document shall be treated as a separate document subject to production. In all cases where original and any non-identical copies are not available, "document(s)" also means any identical copies of the original and all non-identical copies thereof. Any document, record, graph, chart, film or photograph originally produced in color must be provided in color. Furnish all documents whether verified by Toyota or not. If a document is not in the English language, provide both the original document and an English translation of the document.

- **Other Terms:** To the extent that they are used in these information requests, the terms "claim," "consumer complaint," "dealer field report," "field report," "fire," "fleet," "good will," "make," "model," "model year," "notice," "property damage," "property damage claim," "rollover," "type," "warranty," "warranty adjustment," and "warranty claim," whether used in singular or in plural form, have the same meaning as found in 49 CFR 579.4.

In order for my staff to evaluate the alleged defect, certain information is required. Pursuant to 49 U.S.C. § 30166, please provide numbered responses to the following information requests. Insofar as Toyota has previously provided a document to ODI, Toyota may produce it again or identify the document, the document submission to ODI in which it was included and the precise location in that submission where the document is located. When documents are produced, the documents shall be produced in an identified, organized manner that corresponds with the organization of this information request letter (including all individual requests and subparts). When documents are produced and the documents would not, standing alone, be self-explanatory, the production of documents shall be supplemented and accompanied by explanation.

Please repeat the applicable request verbatim above each response. After Toyota's response to each request, identify the source of the information and indicate the last date the information was gathered.

1. State the number of subject vehicles Toyota has manufactured for sale or lease in the United States. Separately, for each subject vehicle manufactured to date by Toyota, state the following:

   a. Vehicle identification number (VIN);
   b. Date of manufacture;
   c. The part number of the subject component trim panel originally manufactured with;
   d. Date warranty coverage commenced; and
   e. The State in the United States where the vehicle was originally sold or leased (or delivered for sale or lease).

   Provide the table in Microsoft Access 2000, or a compatible format, titled "Production Data." See Enclosure 1, IR Letter Attachments, for a pre-formatted table which provides further details regarding this submission.

2. State the number of each of the following, received by Toyota, or of which Toyota is otherwise aware, which relate to, or may relate to, the alleged defect in the subject vehicles:

   a. Consumer complaints, including those from fleet operators;
   b. Field reports, including dealer field reports;
   c. Reports involving a crash, injury, or fatality, based on claims against the manufacturer involving a death or injury, notices received by the manufacturer alleging or proving that a death or injury was caused by a possible defect in a subject vehicle, property damage claims, consumer complaints, or field reports;
   d. Property damage claims; and
   e. Third-party arbitration proceedings where Toyota is or was a party to the arbitration; and
   f. Lawsuits, both pending and closed, in which Toyota is or was a defendant or codefendant.

   For subparts "a" through "d," state the total number of each item (e.g., consumer complaints, field reports, etc.) separately. Multiple incidents involving the same vehicle are to be counted separately. Multiple reports of the same incident are also to be counted separately (i.e., a consumer complaint and a field report involving the same incident in which a crash occurred are to be counted as a crash report, a field report and a consumer complaint).

   In addition, for items "c" through "f," provide a summary description of the alleged problem and causal and contributing factors and Toyota's assessment of the problem, with a summary of the significant underlying facts and evidence. For items "e" and "f," identify the parties to the action, as well as the caption, court, docket number, and date on which the complaint or other document initiating the action was filed.

3. Separately, for each item (complaint, report, claim, notice, or matter) within the scope of your response to Request No. 2, state the following information:

   a. Toyota's file number or other identifier used;
   b. The category of the item, as identified in Request No. 2 (i.e., consumer complaint, field report, etc.);
   c. Vehicle owner or fleet name (and fleet contact person), address, and telephone number;
   d. Vehicle's VIN;
   e. Vehicle's make, model and model year;
   f. Vehicle's mileage at time of incident;
   g. Incident date;
   h. Report or claim date;
   i. Whether the vehicle was inspected by Toyota as a result of the incident/allegation;
   j. Whether Toyota determined that the subject component was the cause of the incident;
   k. Whether a crash is alleged;
   l. Whether property damage is alleged;
   m. Number of alleged injuries, if any; and
   n. Number of alleged fatalities, if any.

Provide this information in Microsoft Access 2000, or a compatible format, titled "Complaint Data." See Enclosure 1, IR Letter Attachments, for a pre-formatted table which provides further details regarding this submission.

4. Produce copies of all documents related to each item within the scope of Request No. 2. Organize the documents separately by category (i.e., consumer complaints, field reports, etc.) and describe the method Toyota used for organizing the documents.

5. State, by model and model year, a total count for all of the following categories of claims, collectively, that have been paid by Toyota to date that relate to, or may relate to, the alleged defect or the subject component (including retention of the panel) in the subject vehicles: warranty claims; extended warranty claims; claims for good will services that were provided; field, zone, or similar adjustments and reimbursements; and warranty claims or repairs made in accordance with a procedure specified in a technical service bulletin or customer satisfaction campaign.

   Separately, for each such claim, state the following information:

   a. Toyota's claim number;
   b. Vehicle owner or fleet name (and fleet contact person) and telephone number;
   c. VIN;
   d. Repair date;
   e. Vehicle mileage at time of repair;
   f. Repairing dealer's or facility's name, telephone number, city and state or ZIP code;
   g. Labor operation number;
   h. Problem code;
   i. Replacement part number(s) and description(s);
   j. Concern stated by customer; and
   k. Comment, if any, by dealer/technician relating to claim and/or repair.

   Provide this information in Microsoft Access 2000, or a compatible format, entitled "Warranty Data." See Enclosure 1, IR Letter Attachments, for a pre-formatted table which provides further details regarding this submission.

6. Describe in detail the search criteria used by Toyota to identify the claims identified in response to Request No. 5, including the labor operations, problem codes, part numbers and any other pertinent parameters used. Provide a list of all labor operations, labor operation descriptions, problem codes, and problem code descriptions applicable to the alleged defect in the subject vehicles. State, by make and model year, the terms of the new vehicle warranty coverage offered by Toyota on the subject vehicles (i.e., the number of months and mileage for which coverage is provided and the vehicle systems that are covered). Describe any extended warranty coverage option(s) that Toyota offered for the subject vehicles and state by option, model, and model year, the number of vehicles that are covered under each such extended warranty.

7. Produce copies of all service, warranty, and other documents that relate to, or may relate to the subject component or the alleged defect in the subject vehicles, that Toyota has issued to

any dealers, regional or zone offices, field offices, fleet purchasers, or other entities. This includes, but is not limited to, bulletins, advisories, informational documents, training documents, or other documents or communications, with the exception of standard shop manuals. Also include the latest draft copy of any communication that Toyota is planning to issue within the next 120 days.

8. Describe all assessments, analyses, tests, test results, studies, surveys, simulations, investigations, inquiries and/or evaluations (collectively, "actions") that relate to, or may relate to, the alleged defect or the subject component in the subject vehicles that have been conducted, are being conducted, are planned, or are being planned by, or for, Toyota. For each such action, provide the following information:

   a. Action title or identifier;
   b. The actual or planned start date;
   c. The actual or expected end date;
   d. Brief summary of the subject and objective of the action;
   e. Engineering group(s)/supplier(s) responsible for designing and for conducting the action; and
   f. A brief summary of the findings and/or conclusions resulting from the action.

   For each action identified, provide copies of all documents related to the action, regardless of whether the documents are in interim, draft, or final form. Organize the documents chronologically by action.

9. Describe all modifications or changes made by, or on behalf of, Toyota in the design, material composition, manufacture, quality control, supply, or installation of the subject component, from the start of production to date, which relate to, or may relate to, the alleged defect in the subject vehicles. For each such modification or change, provide the following information:

   a. The date or approximate date on which the modification or change was incorporated into vehicle production;
   b. A detailed description of the modification or change;
   c. The reason(s) for the modification or change;
   d. The part number(s) (service and engineering) of the original component;
   e. The part number(s) (service and engineering) of the modified component;
   f. Whether the original unmodified component was withdrawn from production and/or sale, and if so, when;
   g. When the modified component was made available as a service component; and
   h. Whether the modified component can be interchanged with earlier production components.

   Also, provide the above information for any modification or change that Toyota is aware of which may be incorporated into vehicle production within the next 120 days.

10. State by part number and month/year of sale *(including the cut-off date for sales, if applicable)* the number of each subject component that Toyota has sold that may be used in the subject vehicles. For each subject component part number, provide the supplier's name,

address, and appropriate point of contact (name, title, and telephone number). Also identify by make, model and model year, any other vehicles of which Toyota is aware that contain the identical component, whether installed in production or in service, and state the applicable dates of production or service usage.

11. Provide the following information regarding Toyota's safety recall of certain MY 2004 through 2005 Toyota Highlander and Lexus RX 330 and MY 2006 Toyota Highlander Hybrid and Lexus RX400h vehicles (NHTSA Recall No. 06V-253, Toyota Special Service Campaign 60F):
    a. Identify the part numbers and the supplier details of the recalled retaining clips and the replacement retaining clips and provide 20 exemplar samples of each;
    b. Identify the part number and the supplier detail for the LH Floor Carpet Cover (trim panel) used in the recalled products and provide an exemplar sample;
    c. Provide a listing of all vehicles inspected by, or for, Toyota during its investigation of the defect condition, and provide the following information for each: VIN, build date, warranty start date, inspection date, inspection mileage, any evidence of prior service that may have involved the removal of the carpet cover and/or retaining clips; the condition of the retaining clips when inspected, and any other relevant notes/comments;
    d. State the number of incidents of trim panel interference with the accelerator pedal rod that were identified by Toyota prior to the announcement of the recall and provide a list of all such incidents with the following information for each vehicle: VIN, build date, warranty start date, incident date, repair date, repair mileage, crash (Y/N), number injuries/fatalities, description of the incident;
    e. Provide copies of all documents used in the recall decision making process, including all presentations, reports, white papers, photographs and videos; and
    f. Compare the alleged defect in the subject vehicles with the condition addressed by 06V-253, including (1) the trim panel retention design, (2) the potential for accelerator pedal interference from a trim panel cover with missing or loose retaining clips, (3) the approximate throttle position that would exist during a pedal-trim panel interference condition; and (4) the number of incidents of pedal interference.

12. Furnish Toyota's assessment of the alleged defect in the subject vehicle, including:
    a. The causal or contributory factor(s);
    b. The failure mechanism(s);
    c. The failure mode(s);
    d. The risk to motor vehicle safety that it poses;
    e. What warnings, if any, the operator and the other persons both inside and outside the vehicle would have that the alleged defect was occurring or subject component was malfunctioning; and
    f. The report included with this inquiry.

This letter is being sent to Toyota pursuant to 49 U.S.C. § 30166, which authorizes NHTSA to conduct any investigation that may be necessary to enforce Chapter 301 of Title 49 and to request reports and the production of things. It constitutes a new request for information. Toyota's failure to respond promptly and fully to this letter could subject Toyota to civil penalties pursuant to 49 U.S.C. § 30165 or lead to an action for injunctive relief pursuant to 49

U.S.C. § 30163. (Other remedies and sanctions are available as well.) Please note that maximum civil penalties under 49 U.S.C. § 30165 have increased as a result of the recent enactment of the Transportation Recall Enhancement, Accountability, and Documentation (TREAD) Act, Public Law No. 106-414 (signed November 1, 2000). Section 5(a) of the TREAD Act, codified at 49 U.S.C. § 30165(b), provides for civil penalties of up to $6,000 per day, with a maximum of $16,375,000 for a related series of violations, for failing or refusing to perform an act required under 49 U.S.C. § 30166. *See* 49 CFR 578.6 (as amended by 71 Fed. Reg. 28279 (May 16, 2006)). This includes failing to respond to ODI information requests.

If Toyota cannot respond to any specific request or subpart(s) thereof, please state the reason why it is unable to do so. If on the basis of attorney-client, attorney work product, or other privilege, Toyota does not submit one or more requested documents or items of information in response to this information request, Toyota must provide a privilege log identifying each document or item withheld, and stating the date, subject or title, the name and position of the person(s) from, and the person(s) to whom it was sent, and the name and position of any other recipient (to include all carbon copies or blind carbon copies), the nature of that information or material, and the basis for the claim of privilege and why that privilege applies.

Toyota's response to this letter, in duplicate, together with a copy of any confidentiality request, must be submitted to this office by June 4, 2008. **All business confidential information must be submitted directly to the Office of Chief Counsel as described in the following paragraph and should not be sent to this office.** In addition, do not submit any business confidential information in the body of the letter submitted to this office. Please refer to PE08-025 in Toyota's response to this letter and in any confidentiality request submitted to the Office of Chief Counsel. If Toyota finds that it is unable to provide all of the information requested within the time allotted, Toyota must request an extension from me at (202) 366-5207 no later than five business days before the response due date. If Toyota is unable to provide all of the information requested by the original deadline, it must submit a partial response by the original deadline with whatever information Toyota then has available, even if an extension has been granted.

If Toyota claims that any of the information or documents provided in response to this information request constitute confidential commercial material within the meaning of 5 U.S.C. § 552(b)(4), or are protected from disclosure pursuant to 18 U.S.C. § 1905, Toyota must submit supporting information together with the materials that are the subject of the confidentiality request, in accordance with 49 CFR Part 512, as amended, to the Office of Chief Counsel (NCC-111), National Highway Traffic Safety Administration, Room W41-227, 1200 New Jersey Avenue, S.E., Washington, D.C. 20590. Toyota is required to **submit two copies of the documents containing allegedly confidential information (except only one copy of blueprints) and one copy of the documents from which information claimed to be confidential has been deleted.** Please remember that the word "CONFIDENTIAL BUSINESS INFORMATION" must appear at the top of each page containing information claimed to be confidential, and the information must be clearly identified in accordance with 5 U.S.C. § 512.6. If you submit a request for confidentiality for all or part of your response to this IR, that is in an electronic format (e.g., CD-ROM), your request and associated submission must conform to the new requirements in NHTSA's Confidential Business Information Rule regarding submissions in

electronic formats (49 CFR 512.6(c)). See Federal Register, volume 72, page 59434 (October 19, 2007).

Please send email notification to Scott Yon (Scott.Yon@dot.gov) and to ODI_IRresponse@dot.gov when Toyota sends its response to this office and indicate whether there is confidential information as part of Toyota response.

If you have any technical questions concerning this matter, please call Scott Yon of my staff at (202) 366-0139.

Sincerely,

Jeff Quandt, Chief
Vehicle Control Division
Office of Defects Investigation

List of referenced report(s): 10068438

Enclosure 1, consisting of one CD ROM titled IR Letter Attachments containing three MS Access database files (response format examples) and one file (Adobe PDF format) summarizing the report ODI # 10068438.

From:	<Scott.Yon@dot.gov>.	Sent:4/16/2008 11:03 AM.
To: [-]	<CSantucci@tma.toyota.com>.	
Cc: [-]	<Jeff.Quandt@dot.gov>;<CTinto@tma.toyota.com>.	
Bcc: [-]	.	
Subject:	Unofficial/advanced IR letter.	

Chris,

The signed version of the letter will be sent through the normal channels and with attachments ASAP; I've attached an unofficial version (exact copy to the best of my understanding) for information purposes.

Can you confirm you have received this please?

Thanks,

Scott

D. Scott Yon

U.S. Department of Transportation

National Highway Traffic Safety Administration

Office of Defects Investigation

W48-308

1200 New Jersey Ave, SE

Washington, DC

20590

Direct: 202-366-0139

Toll Free: 1-877-5 DOT DOT (536-8368) ext 60139

Fax: 202-366-1767

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Mr. Christopher J. Tinto, Vice President
Toyota Motor North America, Inc.
Technical and Regulatory Affairs
601 Thirteenth Street, NW
Suite 910 South
Washington, DC 20005

NVS-213dsy
PE08-025

Dear Mr. Tinto:

This letter is to inform you that the Office of Defects Investigation (ODI) of the National Highway Traffic Safety Administration (NHTSA) has opened Preliminary Evaluation (PE) 08-025 to investigate allegations of interference between a plastic trim panel and the accelerator pedal resulting in unwanted acceleration in model year (MY) 2004 Toyota Sienna vehicles manufactured by Toyota Motor North America, Inc., and to request certain information.

This office has received one report of unwanted acceleration in MY 2004 Toyota Sienna vehicles. A field inspection conducted by ODI indicates that when a retainer clip is missing from the driver's side console trim panel, the panel can detach from the console and entrap the accelerator pedal causing unwanted acceleration. Field data also indicates that the trim panel component was superseded by a component that, due to a change in the shape of the forward edge of the panel, can not entrap the throttle should the retainer fail or dislodge. An electronic copy of the report is included on the enclosed CD-ROM for your information and ODI's report number is listed at the end of this document.

Unless otherwise stated in the text, the following definitions apply to these information requests:

- **Subject vehicles:** all model year 2004 Toyota Sienna vehicles manufactured for sale or lease in the United States.

- **Subject components:** all driver's side center console trim panel assemblies and retention clips (which secure the panel to the center console) manufactured for use in the subject vehicles as original equipment or service replacement parts.

- **Toyota:** Toyota Motor North America, Inc., and all of its past and present officers and employees, whether assigned to its principal offices or any of its field or other locations,

Unofficial advanced copy for Toyota information only

including all of its divisions, subsidiaries (whether or not incorporated) and affiliated enterprises and all of their headquarters, regional, zone and other offices and their employees, and all agents, contractors, consultants, attorneys and law firms and other persons engaged directly or indirectly (e.g., employee of a consultant) by or under the control of Toyota (including all business units and persons previously referred to), who are or, in or after 2000, were involved in any way with any of the following related to the alleged defect in the subject vehicles:

a. Design, engineering, analysis, modification or production (e.g. quality control);
b. Testing, assessment or evaluation;
c. Consideration, or recognition of potential or actual defects, reporting, record-keeping and information management, (e.g., complaints, field reports, warranty information, part sales), analysis, claims, or lawsuits; or
d. Communication to, from or intended for zone representatives, fleets, dealers, or other field locations, including but not limited to people who have the capacity to obtain information from dealers.

- **Alleged defect:** Allegations of a) excessive engine speed and or power output without the driver pressing on the accelerator pedal; b) the engine speed and or power output failing to decrease (subside) when the accelerator pedal was no longer being depressed by the driver; c) the subject component trim panel interfering with the operation of the throttle pedal; or d) the subject component trim panel becoming dislodged/separated from the center console.

- **Document:** "Document(s)" is used in the broadest sense of the word and shall mean all original written, printed, typed, recorded, or graphic matter whatsoever, however produced or reproduced, of every kind, nature, and description, and all non-identical copies of both sides thereof, including, but not limited to, papers, letters, memoranda, correspondence, communications, electronic mail (e-mail) messages (existing in hard copy and/or in electronic storage), faxes, mailgrams, telegrams, cables, telex messages, notes, annotations, working papers, drafts, minutes, records, audio and video recordings, data, databases, other information bases, summaries, charts, tables, graphics, other visual displays, photographs, statements, interviews, opinions, reports, newspaper articles, studies, analyses, evaluations, interpretations, contracts, agreements, jottings, agendas, bulletins, notices, announcements, instructions, blueprints, drawings, as-builts, changes, manuals, publications, work schedules, journals, statistical data, desk, portable and computer calendars, appointment books, diaries, travel reports, lists, tabulations, computer printouts, data processing program libraries, data processing inputs and outputs, microfilms, microfiches, statements for services, resolutions, financial statements, governmental records, business records, personnel records, work orders, pleadings, discovery in any form, affidavits, motions, responses to discovery, all transcripts, administrative filings and all mechanical, magnetic, photographic and electronic records or recordings of any kind, including any storage media associated with computers, including, but not limited to, information on hard drives, floppy disks, backup tapes, and zip drives, electronic communications, including but not limited to, the Internet and shall include any drafts or revisions pertaining to any of the foregoing, all other things similar to any of the foregoing, however denominated by Toyota, any other data compilations

from which information can be obtained, translated if necessary, into a usable form and any other documents. For purposes of this request, any document which contains any note, comment, addition, deletion, insertion, annotation, or otherwise comprises a non-identical copy of another document shall be treated as a separate document subject to production. In all cases where original and any non-identical copies are not available, "document(s)" also means any identical copies of the original and all non-identical copies thereof. Any document, record, graph, chart, film or photograph originally produced in color must be provided in color. Furnish all documents whether verified by Toyota or not. If a document is not in the English language, provide both the original document and an English translation of the document.

- **Other Terms:** To the extent that they are used in these information requests, the terms "claim," "consumer complaint," "dealer field report," "field report," "fire," "fleet," "good will," "make," "model," "model year," "notice," "property damage," "property damage claim," "rollover," "type," "warranty," "warranty adjustment," and "warranty claim," whether used in singular or in plural form, have the same meaning as found in 49 CFR 579.4.

In order for my staff to evaluate the alleged defect, certain information is required. Pursuant to 49 U.S.C. § 30166, please provide numbered responses to the following information requests. Insofar as Toyota has previously provided a document to ODI, Toyota may produce it again or identify the document, the document submission to ODI in which it was included and the precise location in that submission where the document is located. When documents are produced, the documents shall be produced in an identified, organized manner that corresponds with the organization of this information request letter (including all individual requests and subparts). When documents are produced and the documents would not, standing alone, be self-explanatory, the production of documents shall be supplemented and accompanied by explanation.

Please repeat the applicable request verbatim above each response. After Toyota's response to each request, identify the source of the information and indicate the last date the information was gathered.

1. State the number of subject vehicles Toyota has manufactured for sale or lease in the United States. Separately, for each subject vehicle manufactured to date by Toyota, state the following:

   a. Vehicle identification number (VIN);
   b. Date of manufacture;
   c. The part number of the subject component trim panel originally manufactured with;
   d. Date warranty coverage commenced; and
   e. The State in the United States where the vehicle was originally sold or leased (or delivered for sale or lease).

   Provide the table in Microsoft Access 2000, or a compatible format, titled "Production Data." See Enclosure 1, IR Letter Attachments, for a pre-formatted table which provides further details regarding this submission.

2. State the number of each of the following, received by Toyota, or of which Toyota is otherwise aware, which relate to, or may relate to, the alleged defect in the subject vehicles:

   a. Consumer complaints, including those from fleet operators;
   b. Field reports, including dealer field reports;
   c. Reports involving a crash, injury, or fatality, based on claims against the manufacturer involving a death or injury, notices received by the manufacturer alleging or proving that a death or injury was caused by a possible defect in a subject vehicle, property damage claims, consumer complaints, or field reports;
   d. Property damage claims; and
   e. Third-party arbitration proceedings where Toyota is or was a party to the arbitration; and
   f. Lawsuits, both pending and closed, in which Toyota is or was a defendant or codefendant.

   For subparts "a" through "d," state the total number of each item (e.g., consumer complaints, field reports, etc.) separately. Multiple incidents involving the same vehicle are to be counted separately. Multiple reports of the same incident are also to be counted separately (i.e., a consumer complaint and a field report involving the same incident in which a crash occurred are to be counted as a crash report, a field report and a consumer complaint).

   In addition, for items "c" through "f," provide a summary description of the alleged problem and causal and contributing factors and Toyota's assessment of the problem, with a summary of the significant underlying facts and evidence. For items "e" and "f," identify the parties to the action, as well as the caption, court, docket number, and date on which the complaint or other document initiating the action was filed.

3. Separately, for each item (complaint, report, claim, notice, or matter) within the scope of your response to Request No. 2, state the following information:

   a. Toyota's file number or other identifier used;
   b. The category of the item, as identified in Request No. 2 (i.e., consumer complaint, field report, etc.);
   c. Vehicle owner or fleet name (and fleet contact person), address, and telephone number;
   d. Vehicle's VIN;
   e. Vehicle's make, model and model year;
   f. Vehicle's mileage at time of incident;
   g. Incident date;
   h. Report or claim date;
   i. Whether the vehicle was inspected by Toyota as a result of the incident/allegation;
   j. Whether Toyota determined that the subject component was the cause of the incident;
   k. Whether a crash is alleged;
   l. Whether property damage is alleged;
   m. Number of alleged injuries, if any; and
   n. Number of alleged fatalities, if any.

Provide this information in Microsoft Access 2000, or a compatible format, titled "Complaint Data." See Enclosure 1, IR Letter Attachments, for a pre-formatted table which provides further details regarding this submission.

4. Produce copies of all documents related to each item within the scope of Request No. 2. Organize the documents separately by category (i.e., consumer complaints, field reports, etc.) and describe the method Toyota used for organizing the documents.

5. State, by model and model year, a total count for all of the following categories of claims, collectively, that have been paid by Toyota to date that relate to, or may relate to, the alleged defect or the subject component (including retention of the panel) in the subject vehicles: warranty claims; extended warranty claims; claims for good will services that were provided; field, zone, or similar adjustments and reimbursements; and warranty claims or repairs made in accordance with a procedure specified in a technical service bulletin or customer satisfaction campaign.

   Separately, for each such claim, state the following information:

   a. Toyota's claim number;
   b. Vehicle owner or fleet name (and fleet contact person) and telephone number;
   c. VIN;
   d. Repair date;
   e. Vehicle mileage at time of repair;
   f. Repairing dealer's or facility's name, telephone number, city and state or ZIP code;
   g. Labor operation number;
   h. Problem code;
   i. Replacement part number(s) and description(s);
   j. Concern stated by customer; and
   k. Comment, if any, by dealer/technician relating to claim and/or repair.

   Provide this information in Microsoft Access 2000, or a compatible format, entitled "Warranty Data." See Enclosure 1, IR Letter Attachments, for a pre-formatted table which provides further details regarding this submission.

6. Describe in detail the search criteria used by Toyota to identify the claims identified in response to Request No. 5, including the labor operations, problem codes, part numbers and any other pertinent parameters used. Provide a list of all labor operations, labor operation descriptions, problem codes, and problem code descriptions applicable to the alleged defect in the subject vehicles. State, by make and model year, the terms of the new vehicle warranty coverage offered by Toyota on the subject vehicles (i.e., the number of months and mileage for which coverage is provided and the vehicle systems that are covered). Describe any extended warranty coverage option(s) that Toyota offered for the subject vehicles and state by option, model, and model year, the number of vehicles that are covered under each such extended warranty.

7. Produce copies of all service, warranty, and other documents that relate to, or may relate to the subject component or the alleged defect in the subject vehicles, that Toyota has issued to

any dealers, regional or zone offices, field offices, fleet purchasers, or other entities. This includes, but is not limited to, bulletins, advisories, informational documents, training documents, or other documents or communications, with the exception of standard shop manuals. Also include the latest draft copy of any communication that Toyota is planning to issue within the next 120 days.

8. Describe all assessments, analyses, tests, test results, studies, surveys, simulations, investigations, inquiries and/or evaluations (collectively, "actions") that relate to, or may relate to, the alleged defect or the subject component in the subject vehicles that have been conducted, are being conducted, are planned, or are being planned by, or for, Toyota. For each such action, provide the following information:

   a. Action title or identifier;
   b. The actual or planned start date;
   c. The actual or expected end date;
   d. Brief summary of the subject and objective of the action;
   e. Engineering group(s)/supplier(s) responsible for designing and for conducting the action; and
   f. A brief summary of the findings and/or conclusions resulting from the action.

   For each action identified, provide copies of all documents related to the action, regardless of whether the documents are in interim, draft, or final form. Organize the documents chronologically by action.

9. Describe all modifications or changes made by, or on behalf of, Toyota in the design, material composition, manufacture, quality control, supply, or installation of the subject component, from the start of production to date, which relate to, or may relate to, the alleged defect in the subject vehicles. For each such modification or change, provide the following information:

   a. The date or approximate date on which the modification or change was incorporated into vehicle production;
   b. A detailed description of the modification or change;
   c. The reason(s) for the modification or change;
   d. The part number(s) (service and engineering) of the original component;
   e. The part number(s) (service and engineering) of the modified component;
   f. Whether the original unmodified component was withdrawn from production and/or sale, and if so, when;
   g. When the modified component was made available as a service component; and
   h. Whether the modified component can be interchanged with earlier production components.

   Also, provide the above information for any modification or change that Toyota is aware of which may be incorporated into vehicle production within the next 120 days.

10. State by part number and month/year of sale *(including the cut-off date for sales, if applicable)* the number of each subject component that Toyota has sold that may be used in the subject vehicles. For each subject component part number, provide the supplier's name,

address, and appropriate point of contact (name, title, and telephone number). Also identify by make, model and model year, any other vehicles of which Toyota is aware that contain the identical component, whether installed in production or in service, and state the applicable dates of production or service usage.

11. Provide the following information regarding Toyota's safety recall of certain MY 2004 through 2005 Toyota Highlander and Lexus RX 330 and MY 2006 Toyota Highlander Hybrid and Lexus RX400h vehicles (NHTSA Recall No. 06V-253, Toyota Special Service Campaign 60F):
    a. Identify the part numbers and the supplier details of the recalled retaining clips and the replacement retaining clips and provide 20 exemplar samples of each;
    b. Identify the part number and the supplier detail for the LH Floor Carpet Cover (trim panel) used in the recalled products and provide an exemplar sample;
    c. Provide a listing of all vehicles inspected by, or for, Toyota during its investigation of the defect condition, and provide the following information for each: VIN, build date, warranty start date, inspection date, inspection mileage, any evidence of prior service that may have involved the removal of the carpet cover and/or retaining clips; the condition of the retaining clips when inspected, and any other relevant notes/comments;
    d. State the number of incidents of trim panel interference with the accelerator pedal rod that were identified by Toyota prior to the announcement of the recall and provide a list of all such incidents with the following information for each vehicle: VIN, build date, warranty start date, incident date, repair date, repair mileage, crash (Y/N), number injuries/fatalities, description of the incident;
    e. Provide copies of all documents used in the recall decision making process, including all presentations, reports, white papers, photographs and videos; and
    f. Compare the alleged defect in the subject vehicles with the condition addressed by 06V-253, including (1) the trim panel retention design, (2) the potential for accelerator pedal interference from a trim panel cover with missing or loose retaining clips, (3) the approximate throttle position that would exist during a pedal-trim panel interference condition; and (4) the number of incidents of pedal interference.

12. Furnish Toyota's assessment of the alleged defect in the subject vehicle, including:
    a. The causal or contributory factor(s);
    b. The failure mechanism(s);
    c. The failure mode(s);
    d. The risk to motor vehicle safety that it poses;
    e. What warnings, if any, the operator and the other persons both inside and outside the vehicle would have that the alleged defect was occurring or subject component was malfunctioning; and
    f. The report included with this inquiry.

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electronic formats (49 CFR 512.6(c)). See Federal Register, volume 72, page 59434 (October 19, 2007).

Please send email notification to Scott Yon (Scott.Yon@dot.gov) and to ODI_IRresponse@dot.gov when Toyota sends its response to this office and indicate whether there is confidential information as part of Toyota response.

If you have any technical questions concerning this matter, please call Scott Yon of my staff at (202) 366-0139.

Sincerely,

Jeff Quandt, Chief
Vehicle Control Division
Office of Defects Investigation

List of referenced report(s): 10068438

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VOQ#	RCV Date			VIN	MY	Cab	e	Brake	Transmission	Drive
10152011	3/6/2006	3	2006	5TEPX42NX6Z[redacted]	2006	B	2TR	ABS EBD	5MT	4WD
10172030	10/28/2006	10	2006	3TMLU42N36M[redacted]	2006	D	1GR	ABS EBD	5AT	4WD
10180652	1/24/2007	1	2007	5TELU42N17Z[redacted]	2007	D	1GR	ABS EBD	5AT	4WD
10181411	2/2/2007	2	2007	5TEUX42N87Z[redacted]	2007	C	2TR	ABS EBD	5MT	4WD
10181486	2/3/2007	2	2007	5TELU42N17Z[redacted]	2007	D	1GR	ABS EBD	5AT	4WD
10182045	2/8/2007	2	2007	5TELU42N47Z[redacted]		CANADIAN				
10183012	2/20/2007	2	2007	3TMKU72N56M[redacted]	2006	D	1GR	ABS EBD	5AT	2WD LSD
10184332	3/6/2007	3	2007	5TEMU52N96Z[redacted]		CANADIAN				
10184375	3/6/2007	3	2007	3TMJU62N36M[redacted]	2006	D	1GR	ABS EBD	5AT	2WD
10184416	3/7/2007	3	2007							
10184759	3/11/2007	3	2007	5TELU42N76Z[redacted]	2006	D	1GR	VSC	5AT	4WD
10185253	3/15/2007	3	2007							
10186996	4/4/2007	4	2007	5TELU42N76Z[redacted]	2006	D	1GR	ABS EBD	5AT	4WD
10187789	4/13/2007	4	2007							
10191371	5/27/2007	5	2007	5TEJU62N76Z[redacted]	e	D	1GR	ABS EBD	5AT	2WD
10197535	7/26/2007	7	2007	5TEUU42N07Z[redacted]	2007	C	1GR	ABS EBD	5AT	4WD
10198196	8/1/2007	8	2007	3TMLU42N37M[redacted]	2007	D	1GR	ABS EBD	5AT	4WD
10199820	8/16/2007	8	2007	3TMJU62N97M[redacted]	2007	D	1GR	ABS EBD	5AT	2WD
10201595	8/31/2007	8	2007							
10201655	9/1/2007	9	2007	5TELU42N67Z[redacted]	2007	D	1GR	ABS EBD	5AT	4WD LSD
10202283	9/8/2007	9	2007	5TELU42N67Z[redacted]	2007	D	1GR	VSC	5AT	4WD
10202727	9/11/2007	9	2007	3TMLU42N66M[redacted]	2006	D	1GR	ABS EBD	5AT	4WD
10207528	10/31/2007	10	2007	5TELU42N97Z[redacted]	2007	D	1GR	ABS EBD	5AT	4WD LSD
10208120	11/7/2007	11	2007							
10208868	11/13/2007	11	2007	5TEUU42N67Z[redacted]	2007	C	1GR	ABS EBD	5AT	4WD
10208890	11/14/2007	11	2007	5TELU42N87Z[redacted]	2007	D	1GR	ABS EBD	5AT	4WD
10211100	12/7/2007	12	2007							

		Code
Throttle hang during shifting		a
Throttle stuck under heavy acceleration	Floor mat (TMS-clips in glove box)	
Throttle stuck while at a complete stop	Large Shoe	
Throttle stuck while driving		
Throttle stuck while at a complete stop	Large Shoe	
Throttle hang during shifting		a
Throttle stuck while coming to a stop		
Throttle stuck while coming to a stop		
Idle up at stop		
Idle up at stop	Lurch when coming to a stop	
Throttle stuck while coming to a stop		
Idle up at stop		
Idle up at stop	Lurch when coming to a stop	
Idle up at stop	Lurch when coming to a stop	
Throttle stuck while driving	Floor mat	
Lurch when coming to a stop		
Idle up at stop		
Throttle stuck under heavy acceleration	Floor mat	
Throttle stuck while driving		
Idle up at stop	Throttle stuck while driving	
Idle up at stop		
Idle up at stop	Lurch when coming to a stop	
Idle up at stop		
Idle up at stop		
Lurch when coming to a stop		
Idle up at stop		
Idle up at stop	Lurch when coming to a stop	

10212294	12/19/2007	12	2007	5TEUU42N57Z[redacted]	2007	C	1GR	ABS EBD	5AT	4WD
10212602	12/23/2007	12	2007	5TELU42NX7Z[redacted]	2007	D	1GR	ABS EBD	5AT	4WD
10212656	12/24/2007	12	2007	5TETX22N27Z[redacted]	2007	C	2TR	ABS EBD	4AT	2WD
10212718	12/26/2007	12	2007	5TEMU52NX6Z[redacted]	2006	D	1GR	ABS EBD	5AT	4WD LSD
10214130	1/7/2008	1	2008	5TEUU42N26Z[redacted]	2006	C	1GR	ABS EBD	5AT	4WD LSD

Lurch when coming to a stop	
Throttle stuck while coming to a stop	Applied Brakes-Accelerated
Throttle stuck while coming to a stop	
Surges	
Throttle stuck while coming to a stop	Applied Brakes-Accelerated

	Main	Secondary
Idle up at Stop	13	
Lurch coming to a stop	3	5
Throttle Hang while Shifting	2	
Throttle Stuck	13	
Surges	1	
	32	

3 Floor mats, 2 large Shoe, 2 Pedal Misapplications

Model Years	Model	AWFM Sales (Approx.)	Vehicle Population	Toyota Reports /100K	Toyota Floormat Reports*/100K	VOQ's /100K
2005 to 2008	Tacoma	100000	615560	446	23	13
				72.45	3.74	2.11
2007	ES350	38400	98454	43	13	21
				43.68	13.20	21.33

* CAN 2000 report references "Floormat" or "Floor Mat"

**Includes 3 Floor mats, 2 Large Shoe, 2 Pedal Misapplications

Count of CDESC		YEARTXT									
MAKETXT	MODELTXT	2000	2001	2002	2003	2004	2005	2006	2007	2008	Grand Total
AUDI	A4	1			1						2
	A4 CABRIOLET				1	1					2
AUDI Total		1			2	1					4
BMW	323I	1									1
	325I			1							1
	530I			1							1
	X5			1							1
BMW Total		1		3							4
BUICK	LESABRE						1				1
	RENDEZVOUS			10							10
BUICK Total				10			1				11
CADILLAC	CTS					1					1
CADILLAC Total						1					1
CHEVROLET	BLAZER	1									1
	CAVALIER	3									3
	COBALT						1				1
	COLORADO						2				2
	EQUINOX								1		1
	IMPALA				1						1
	MALIBU		2	1							3
	TAHOE					1					1
	TRAILBLAZER				1			3			4
	VENTURE	1									1
CHEVROLET Total		5	2	1	2	1	3	3	1		18
CHRYSLER	300M	1									1
	TOWN AND COUNTRY						2				2
CHRYSLER Total		1					2				3
DODGE	CALIBER								1		1
	RAM		2								2
DODGE Total			2						1		3
FORD	CVPI					1					1
	ESCAPE					1					1
	EXPEDITION		8						1		9
	EXPLORER			1							1
	F150	2	2		2		1				7
	F-150						1				1
	FIVE HUNDRED								1		1

FORD	FOCUS	1		4							5
	MUSTANG				1	5	1		2		9
	MUSTANG GT						2	1			3
	RANGER					1	1				2
	TAURUS		4	1	2						7
	WINDSTAR				1						1
FORD Total		3	14	6	6	8	6	1	4		48
GMC	ENVOY DENALI							1			1
GMC Total								1			1
HONDA	ACCORD		1						1		2
	CIVIC			10							10
	CR-V					1					1
	ODYSSEY	1						3			4
	S2000							1			1
HONDA Total		1	1	10		1		4	1		18
HYUNDAI	ACCENT				1						1
	AZERA								1		1
	ELANTRA			2	1						3
	SONATA								1		1
	TUCSON						1				1
HYUNDAI Total				2	2		1		2		7
JAGUAR	XJ SEDAN						1				1
JAGUAR Total							1				1
JEEP	GRAND CHEROKEE	1	1								2
	WRANGLER		5								5
	WRANGLER 2-DR 4X4								2		2
JEEP Total		1	6						2		9
KIA	SPECTRA						1				1
KIA Total							1				1
LEXUS	ES300				1						1
	ES330							1			1
	ES350								23		23
	GS300							1			1
	GS350								1		1
	GS400	1									1
	IS 300			3							3
	LS430		2								2
	RX330						2				2
LEXUS Total		1	2	3	1		2	2	24		35
LINCOLN	LINCOLN	1									1
	LS	1									1

LINCOLN	NAVIGATOR				1							1
	TOWN CAR				1							1
LINCOLN Total		2			2							4
MAZDA	B4000					1						1
	MPV		1									1
	TRIBUTE		2									2
MAZDA Total			3			1						4
MERCURY	GRAND MARQUIS								1			1
	MOUNTAINEER	1										1
MERCURY Total		1							1			2
MITSUBISHI	DIAMANTE		2	1	1							4
	ENDEAVOR							2				2
	GALANT		1									1
	LANCER						1					1
MITSUBISHI Total			3	1	1	1	2					8
NISSAN	350Z								2			2
	MAXIMA				1							1
	SENTRA			1								1
	SENTRA SE-R			3								3
NISSAN Total				4	1				2			7
OLDSMOBILE	ALERO		1									1
OLDSMOBILE Total			1									1
PONTIAC	AZTEK		1									1
	BONNEVILLE	1										1
	GRAND AM				1							1
	GRAND PRIX				1							1
PONTIAC Total		1	1		2							4
SAAB	9-3									1		1
SAAB Total										1		1
SATURN	ION					2						2
	SATURN	1										1
SATURN Total		1				2						3
SUBARU	WRX				1							1
SUBARU Total					1							1
TOYOTA	4RUNNER									1		1
	AVALON				1				1	4	1	7
	CAMRY			1	1	3	2			9		16
	CAMRY SOLARA					1						1
	COROLLA	1			3	1						5
	MATRIX						1					1
	PRIUS						3	1	1			5

TOYOTA	RAV4							1			1
	TACOMA			1				2	2		5
	TOYOTA TRUCK			1							1
	TUNDRA						1		5		6
TOYOTA Total		1	1	7	5	7	5	22	1		49
VOLKSWAGEN	JETTA			1							1
	NEW BEETLE	1									1
	PASSAT		1								1
VOLKSWAGEN Total		1	1	1							3

ODINO	MFR_NAME	MAKETXT	MODELTXT	YEARTXT	COMPDESC
477886	FORD MOTOR COMPANY	FORD	CROWN VICTORIA	1994	OTHER
482359	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	DEL SOL	1994	OTHER
479151	GENERAL MOTORS CORP.	CHEVROLET	CAPRICE	1994	OTHER
959676	FORD MOTOR COMPANY	FORD	MUSTANG	1993	OTHER
480276	DAIMLERCHRYSLER CORPORATION	JEEP	GRAND CHEROKEE	1994	OTHER
478788	BAYERISCHE MOTOREN WERKE	BMW	325	1992	OTHER
601203	GENERAL MOTORS CORP.	BUICK	LESABRE	1995	OTHER
980745	SAAB CARS USA, INC.	SAAB	900	1992	OTHER
503184	ISUZU MANUFACTURING SERVICES OF AMERICA	ISUZU	TROOPER	1989	OTHER

CDESC
PROBLEM WITH HOOK ON FRONT FLOOR MATS. *AK
FLOOR MATS TANGLE UP, CAUSING ACCELERATOR PEDAL TO STICK. *SD
PROBLEM WITH LEFT FRONT FLOOR MAT GROMET.
FLOOR MAT; THE EXTRA FLOOR MAT CATCHES THE THROTTLE AND HOLD IT DOWN THIS ALMOST CAUSE ACCIDENT THE MAT SHOULD BE DESIGNED SO IT WOULD NOT STICK. TT
ACCELERATOR PEDAL STICKS ON FLOOR MAT. *AK
DRIVER'S FLOOR MAT DETACHED FROM ITS WINGED SCREW MOORINGS, CAUSING MAT TO MOVE FORWARD OVER THE ACCELERATOR PEDAL, RESULTING IN SUDDEN ACCELERATION. *SKD
FLOOR MAT WEAK. *TT
FLOOR MATS W/SAAB LOGO WILL BUNCH UP INTERFERING WITH ACCELERATION. DEALER SAYS MATS ARE AFTER MARKET. PLEASE DESCRIBE DETAIL. *AK
ACCELERATOR PEDAL STUCK DUE TO THE FLOOR MAT CURLING UP, CAUSING ACCIDENT. *SD

969798	MITSUBISHI MOTORS NORTH AMERICA, INC.	MITSUBISHI	3000GT	1994	VEHICLE SPEED CONTROL
970749	FORD MOTOR COMPANY	FORD	EXPLORER	1991	VEHICLE SPEED CONTROL
526383	MITSUBISHI MOTORS NORTH AMERICA, INC.	MITSUBISHI	3000GT	1993	OTHER
519096	FORD MOTOR COMPANY	FORD	F150	1997	VEHICLE SPEED CONTROL
516042	FORD MOTOR COMPANY	FORD	ESCORT	1991	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
525385	DAIMLERCHRYSLER CORPORATION	DODGE	STRATUS	1996	STEERING:WHEEL AND HANDLE BAR
530410	FORD MOTOR COMPANY	FORD	F150	1997	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
820764	FORD MOTOR COMPANY	FORD	F150	1998	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL

FLOOR MAT IS SUPPOSED TO BE ANCHORED WITH LOCKING CLIP TO KEEP FROM TRAVELING; CLIP IS NOT INSTALLED, CAUSED SUDDEN ACCELERATION; CAR HIT GUARD RAIL/EMBANKMENT.
THE ACCELERATOR PEDAL GOT STUCK AND WOULD NOT RETURN POSSIBLY DUE TO THE POSITION OF THE FLOOR MAT. PLEASE DESCRIBE. TT
FLOOR MAT HOLDING CLIP BROKE, REPLACED SEVERAL TIMES. *AK
THE ACCELERATOR GETS STUCK ON DRIVER'S SIDE FLOOR MAT DUE TO LOCATION OF FLOOR MAT. THIS ONLY HAPPENS UPON FULL ACCELERATION. *AK
GAS PEDAL GOT CAUGHT UNDER POORLY DESIGNED FLOOR MAT, CAUSING ACCELERATOR TO STICK.
DESIGN OF THE STEERING COLUMN ALLOWS DRIVER'S FLOOR MAT TO GET SUCKED OR WEDGED DOWN INTO STEERING COLUMN. THEN THE STEERING LOCKS UP.
GAS PEDAL GETS CAUGHT ON FLOOR MAT WHEN FLOORED TO PASS ANOTHER VEHICLE.
THE ACCELERATOR PEDAL GOT STUCK ON THEFORWARD EDGE OF THE FLOOR MAT, CAUSING THE ENGINE TO STAY AT HIGH RPM. DRIVER PUT CAR IN NEUTRAL AND PULLED TO THE SIDE OF THE ROAD TO AVOID CRASH. THE DEALER HAS BEEN NOTIFIED. *AK

814205	BAYERISCHE MOTOREN WERKE	BMW	325	1989	VEHICLE SPEED CONTROL:LINKAGES
814595	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	1996	OTHER
517035	FORD MOTOR COMPANY	FORD	BRONCO	9999	STRUCTURE: FRAME AND MEMBERS:UNDERBODY SHIELDS
522969	FORD MOTOR COMPANY	FORD	F150	1997	VEHICLE SPEED CONTROL
815568	FORD MOTOR COMPANY	FORD	F150	1997	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
520664	DAIMLERCHRYSLER CORPORATION	PLYMOUTH	SUNDANCE	1994	OTHER
816427	DAIMLERCHRYSLER CORPORATION	CHRYSLER	CIRRUS	1996	STEERING:WHEEL AND HANDLE BAR
521293	GENERAL MOTORS CORP.	CHEVROLET	C1500	1991	ELECTRICAL SYSTEM:ALTERNATOR/GENERATOR/REGULATOR

CONSUMER PLACED THE VEHICLE FROM PARK TO REVERSE AND THE VEHICLE ACCELERATED IN REVERSE, CAUSING THE CONSUMER TO HAVE AN ACCIDENT. CONSUMER CONTACTED THE DEALER, DEALER UNABLE TO FIND THE CAUSE. DEALER STATED THE FLOOR MAT MAY HAVE BEEN THE CAUSE OF THE
THE DRIVER'S FLOOR MAT SLIDES UP UNDER THE ACCELERATOR PEDAL, CAUSING THE VEHICLE TO GO FASTER THAN DESIRED. DEALER. SUGGESTED THAT THE OWNER PUT VELCRO ON THE MAT TO KEEP IT IN PLACE. *AK
THE HEAT SHIELD FELL OFF, MELTING THE FLOOR MATS.
ACCELERATOR STUCK ON FLOOR MAT WITH THROTTLE WIDE OPEN.
UPON DEPRESSING THE ACCELERATOR PEDAL THE FLOOR MAT AND THE PEDAL GET CAUGHT TOGETHER, CAUSING UNWANTED ACCELERATION. CONSUMER HAS TO TURN THE VEHICLE OFF TO STOP THE VEHICLE WHEN THE PROBLEM OCCURS. *AK
FLOOR MAT BECAME ENTANGLED IN THE STEERING MECHANISM, CAUSING PARTIAL LOSS OF STEERING AND BRAKES.
CONSUMER STATES THAT WHERE THE STEERING COLUMN MEETS THE FLOORBOARD THERE IS A KNUCKLE. THE KNUCLE IS NOT COVERED. THE FLOOR MAT SLIDES INTO THE KNUCLE, RESULTING IN LOSS OF STEERING. THE DEALER HAS RECOMMENDED THAT THE OWNER USE MANUFACTURER'S FLOOR MA
THE ALTERNATOR INSULATOR SHORTED OUT, CAUSING WIRE UNDER FLOOR MAT TO BURN.

818774	GENERAL MOTORS CORP.	CHEVROLET	S10	1987	STRUCTURE:BODY
818655	BAYERISCHE MOTOREN WERKE	BMW	318I	1995	OTHER
512126	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	1996	OTHER
828518	FORD MOTOR COMPANY	FORD	F150	1998	OTHER
822195	GENERAL MOTORS CORP.	PONTIAC	SUNFIRE	1996	OTHER
822611	FORD MOTOR COMPANY	FORD	F150	1998	OTHER
822195	GENERAL MOTORS CORP.	PONTIAC	SUNFIRE	1996	STEERING:WHEEL AND HANDLE BAR
829070	TOYOTA MOTOR NORTH AMERICA, INC.	TOYOTA	TACOMA	1996	OTHER
513022	FREIGHTLINER LLC	FREIGHTLINER	CONVENTIONAL	1993	OTHER
539099	DAIMLERCHRYSLER CORPORATION	DODGE	CARAVAN	1992	OTHER

THE DRIVER'S FLOOR DOES NOT SECURE THE FLOOR MAT, CAUSING THE FLOORMAT TO HOLD THE GAS PEDAL, AND ALMOST CAUSED AN ACCIDENT. *AK
WHILE DRIVING ALL THE LIGHTS WILLL GO OFF AND THE VEHICLE WILL SHUT OFF. DRIVER WOULD HAVE TO START THE VEHICLE UP AGAIN. DEALER SAID SOMETIMES THE DRIVER'S SIDE FLOOR MAT WOULD HIT THE GAS PEDAL, AND THAT WOULD CAUSE THE VEHICLE TO SHUT OFF. *AK
FLOOR MAT CAUGHT ON THE HOOK ON THE REVERSE SIDE OF THE ACCELERATOR PEDAL, CAUSING CAR TO ACCELERATE.
EA98018, THE ORIGNAL FLOOR MATS SLIPPED THROUGH, PUSHING THE ACCLERATOR PEDAL WHICH MAY CAUSE AN ACCIDENT UNEXPECTEDLY.*AK
CONSUMER STATED WHEN DRIVERS FLOOR MAT SLIPS FOWARD TOWARD THE FIREWALL, THE ACCELERATOR PEDAL WILL STICK AND PULL OPEN WHEN PRESS
WHILE GOING AROUND CORNERS, THE STEERING WHEEL WOULD LOCK UP. THE FLOOR MAT WOULD GET BOUND UP IN STEERING COLUMN. MAT IS NEAR FIREWALL. *AK
FLOOR MAT STICKS UNDERNEATH ACCELERATOR PEDAL, CAUSING THE PEDAL TO STICK TO FLOOR. VEHICLE LOST CONTROL, RAN INTO DITCH. *AK
WHILE GOING AROUND CORNERS, THE STEERING WHEEL WOULD LOCK UP. THE FLOOR MAT WOULD GET BOUND UP IN STEERING COLUMN. MAT IS NEAR FIREWALL. *AK
WHILE DRIVING THE FLOOR MAT DOUBLED UNDERNEATH THE BRAKE PEDAL, AND CAUSING THE BRAKES TO BE INOPERATIVE, RESULTING IN AN ACCIDENT. CAUSE UNKNOWN. PLEASE PROVIDE DETAILS. *AK
FLOOR MAT NOT INSTALLED PROPERLY AND CUT.
FLOOR MAT WEDGED THE ACCELERATOR PEDAL INTO FULL THROTTLE POSITION.

534436	FORD MOTOR COMPANY	FORD	F150	1997	OTHER
541598	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	ACCORD	1998	OTHER
700071	FORD MOTOR COMPANY	MERCURY	GRAND MARQUIS	1998	EQUIPMENT
542008	FORD MOTOR COMPANY	FORD	F150	1998	OTHER
823443	DAIMLERCHRYSLER CORPORATION	CHRYSLER	SEBRING	1998	OTHER
823443	DAIMLERCHRYSLER CORPORATION	CHRYSLER	SEBRING	1998	STEERING
536878	FORD MOTOR COMPANY	FORD	ESCORT	1998	STRUCTURE:FRAME AND MEMBERS
805162	FORD MOTOR COMPANY	FORD	EXPLORER	1995	EQUIPMENT
511714	FORD MOTOR COMPANY	FORD	MUSTANG	1988	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
537005	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	1996	OTHER

ACCELERATOR PEDAL GOT CAUGHT IN THE FLOOR MAT, RESULTING IN UNWANTED ACCELERATION.
DRIVER SIDE FLOORMAT BUNCHES UNDER THE BRAKE PEDAL.
YOUR FORM IS A LITTLE DIFFICULT TO COMPLETE FOR A COMPLAINT OF THIS NATURE. THE PROBLEM LIES WITH THE FLOOR MATS. THEY ARE SO LIGHT WEIGHT THAT THEY TEND TO SHIFT WHEN ONE ENTERS OR DEPARTS THE VEHICLE. THEY ALSO SHIFT WHEN THE VEHICLE IS IN MOTION, DUE
DRIVER'S FLOOR MAT CONTINUALLY HUNG UP THROTTLE PEDAL CAUSING THROTTLE PEDAL TO STICK.
WHEN DRIVING AND TURNING THE FLOOR MAT GETS CAUGHT IN THE BOTTOM OF THE STEERING COLUMN BECAUSE THERE IS NO BOOT SURROUNDING THE STEERING COLUMN, WHICH MAKES IT IMPOSSIBLE TO TURN. ALSO, THE STEERING LOCKS UP. DEALER SAYS THAT IT IS JUST THE WAY IT'S MA
WHEN DRIVING AND TURNING THE FLOOR MAT GETS CAUGHT IN THE BOTTOM OF THE STEERING COLUMN BECAUSE THERE IS NO BOOT SURROUNDING THE STEERING COLUMN, WHICH MAKES IT IMPOSSIBLE TO TURN. ALSO, THE STEERING LOCKS UP. DEALER SAYS THAT IT IS JUST THE WAY IT'S MA
WATER LEAKS UNDER THE FLOORMATS FROM NEAR THE FIREWALL INTO THE INTERIORS.
DUE TO THE DESIGN OF THE FLOOR MAT, THE FLOOR MAT IS STICKING UNDER THE GAS PEDAL, CAUSING THE VEHICLE TO ACCELERATE. *AK
FLOOR MATS WHEN PLACED TOO HIGH CAUSE ACCELERATOR TO STICK, RESULTING IN ACCELERATION. *AK
FLOOR MATS GET LODGED UNDER THE ACCELERATOR PEDAL CAUSING UNWANTED ACCELERATION.

700780	GENERAL MOTORS CORP.	SATURN	SW2	1999	OTHER
542019	FORD MOTOR COMPANY	FORD	F150	1998	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
831793	DAIMLERCHRYSLER CORPORATION	JEEP	CHEROKEE	1998	OTHER
825909	DAIMLERCHRYSLER CORPORATION	CHRYSLER	SEBRING	1998	OTHER
701425	DAIMLERCHRYSLER CORPORATION	CHRYSLER	SEBRING	1997	STEERING:WHEEL AND HANDLE BAR
832313	FORD MOTOR COMPANY	FORD	F150	1997	OTHER
809130	FORD MOTOR COMPANY	FORD	TEMPO	1993	OTHER
828114	FORD MOTOR COMPANY	FORD	F150	1997	OTHER
828134	FORD MOTOR COMPANY	FORD	F150	1998	OTHER

DRIVER'S SIDE FACTORY INSTALLED FLOOR MAT SLIDES AND WEDGES UNDER PEDALS. SERVICE MANAGER SAID THEY KNOW ABOUT THIS PROBLEM, BUT HAVE NO FIX. AT NO SPEED DO YOU FEEL AS IF YOU ARE FULLY IN CONTROL OF THE VEHICLE. IT WALLOWS AND PULLS TO THE RIGHT.
ACCELERATOR PEDAL DESIGN CONTAINS METAL PIECE ON THE BOTTOM WHICH GETS STUCK ON THE FLOOR MAT WHEN IT SLIDES FORWARD.
THE DRIVER'S FLOOR MAT SLID UNDERNEATH THE ACCLERATOR PEDAL, CAUSING THE VEHICLE TO ACCELERATE UNEXPECTEDLY WHICH CAUSED AN ACCIDENT. *ML
FLOOR MAT ON THE DRIVER'S SIDE PUSHED UP UNDER THE GAS PEDAL AND BECAME ENTANGLED WITH THE STEERING COLUMN UNIVERSAL JOINTS THAT PIERCE THE FIREWALL, BINDING VEHICLE CONTROL. THE DEALER JUST REPOSITIONED THE FLOOR MAT. *AK
FLOOR MAT BECAME JAMMED IN THE BOTTOM OF THE STEERING COLUMN. STEERING WHEEL WOULD NOT TURN. WAS EXTREMELY DIFFCULT TO REMOVE FLOOR MAT, HAD IT HAPPENED ON THE HIGHWAY INSTEAD OF THE DRIVEWAY, I WOULD NOT HAVE BEEN ABLE TO DRIVE AT ALL.
DRIVER'S SIDE FLOOR MAT BUNCHES UP 3/4 FROM TOP OF MAT UNDER BRAKE AND GAS PEDAL WHICH MAKES HARD FOR PEDALS TO OPERATE PROPERLY. DEALER CONTACTED AND CANNOT REMEDY THE PROBLEM. PROBLEM STILL EXISTS. *AK *ML
SECOND OCCURRENCE, WHEN DRIVING FLOOR MAT OBSTRUCTED ACCELERATOR PEDAL, CAUSING SUDDENLY UNINTENTIONAL ACCELERATION, PEDAL BECAME STUCK UNDERNEATH FLOOR MAT, AS RESULT SPEED INCREASED FROM 50-75MPH, FRONT SEAT PASSENGER HAD TO REACH DOWN TO PULL UP PEDAL.
EA980018; WHILE DRIVING FLOORMAT SLIDED UNDERNEATH THE GAS PEDAL WHICH CAUSED ACCELERATION, ALMOST CAUSING AN ACCIDENT. *AK
PE98; ALLEGED LOSS OF THROTTLE CONTROL; CONSUMER STATES THAT THE FLOOR MAT MOVES UNDER DRIVER'S FEET WHILE DRIVING. *AK

701727	FORD MOTOR COMPANY	FORD	F150	1997	EQUIPMENT:ELECTRICAL:AIR CONDITIONER
701727	FORD MOTOR COMPANY	FORD	F150	1997	EQUIPMENT
701727	FORD MOTOR COMPANY	FORD	F150	1997	STEERING:HYDRAULIC POWER ASSIST:PUMP
828294	FORD MOTOR COMPANY	FORD	EXPLORER	1997	OTHER
828311	ISUZU MANUFACTURING SERVICES OF AMERICA	ISUZU	RODEO	1996	OTHER
832984	FORD MOTOR COMPANY	FORD	F150	1998	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
810276	FORD MOTOR COMPANY	FORD	F150	1997	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL

1ST SERVICE AT 3000 MILEAGE-A/C LEAKED TWICE; LATER - ALIGNMENT AT THE BACK (BED) AREA WAS CROOCKED DUE TO SHOCKS; BUILT-IN FLOOR MATS ALMOST CAUSED AN ACCIDENT WHEN THE GAS PEDAL BECAME STUCK TO THE THE FLOOR MAT WHILE DRIVING; LASTLY,POWER STEERING WHEE
1ST SERVICE AT 3000 MILEAGE-A/C LEAKED TWICE; LATER - ALIGNMENT AT THE BACK (BED) AREA WAS CROOCKED DUE TO SHOCKS; BUILT-IN FLOOR MATS ALMOST CAUSED AN ACCIDENT WHEN THE GAS PEDAL BECAME STUCK TO THE THE FLOOR MAT WHILE DRIVING; LASTLY,POWER STEERING WHEE
1ST SERVICE AT 3000 MILEAGE-A/C LEAKED TWICE; LATER - ALIGNMENT AT THE BACK (BED) AREA WAS CROOCKED DUE TO SHOCKS; BUILT-IN FLOOR MATS ALMOST CAUSED AN ACCIDENT WHEN THE GAS PEDAL BECAME STUCK TO THE THE FLOOR MAT WHILE DRIVING; LASTLY,POWER STEERING WHEE
WHILE DRIVING ABOUT 15 MPH THE EXPLORER BEGAN TO TRAVEL AT A SPEED OF 80 MPH BECAUSE THE FLOOR MAT GOT STUCK UNDER THE PEDAL. DRIVER SHIFTED THE TRANSMISSION INTO NEUTRAL TO STOP THE SUV WHILE USING THE BRAKES. PROBLEM HAS NOT BEEN REPORTED TO DEALERSHIP
THE FLOOR MAT BUCKLED UNDER THE ACCELERATOR PEDAL WHICH CAUSED THE VEHICLE TO ACCELERATE, HITTING A LAMP POLE. THE VEHICLE WAS REPAIRED. *AK
ACCELERATOR PEDAL HAS A KNOB THAT WEARS INTO THE FLOOR MAT, CAUSING THE PEDAL TO SOMETIMES STICK TO THE FLOOR. DEALER HAS REPLACED FLOOR MAT AND PROBLEM STILL EXISTS. *AK
CONSUMER NOTES THAT DUE TO THE DESIGN OF THE ACCELERATOR PEDAL WHEN DEPRESSING THE PEDAL, THE HOOK ON THE BACK SIDE OF THE PEDAL IS STICKING TO THE FLOOR MAT, RESULTING IN UNEXPECTED ACCELERATION. CONSUMER HAS CONTACTED THE DEALER ABOUT THE PROBLEM.

703376	DAIMLERCHRYSLER CORPORATION	DODGE	STRATUS	1997	STEERING:GEAR BOX (OTHER THAN RACK AND PINION)
703376	DAIMLERCHRYSLER CORPORATION	DODGE	STRATUS	1997	ENGINE AND ENGINE COOLING:ENGINE
703376	DAIMLERCHRYSLER CORPORATION	DODGE	STRATUS	1997	ELECTRICAL SYSTEM:IGNITION:SWITCH
703376	DAIMLERCHRYSLER CORPORATION	DODGE	STRATUS	1997	VISIBILITY:REARVIEW MIRRORS/DEVICES
703376	DAIMLERCHRYSLER CORPORATION	DODGE	STRATUS	1997	SEATS:FRONT ASSEMBLY:HEAD RESTRAINT
703376	DAIMLERCHRYSLER CORPORATION	DODGE	STRATUS	1997	STRUCTURE:FRAME AND MEMBERS
838846	VOLKSWAGEN OF AMERICA, INC	VOLKSWAGEN	JETTA	1998	EQUIPMENT:ELECTRICAL
543031	DAIMLERCHRYSLER CORPORATION	CHRYSLER	SEBRING	1998	STEERING:WHEEL AND HANDLE BAR

THE MOVING STEERING SHAFT BETWEEN THE STEERING WHEEL AND FLOOR OF THE PASSENGER COMPARTMENT IS EXPOSED. A CLAMP ON THE STEERING SHAFT CAUGHT THE FLOOR MAT AND MADE IT ALMOST IMPOSSIBLE TO STEER THE CAR. I TALKED TO THE DEALER AND WAS TOLD ALL STRATUS ARE
THE MOVING STEERING SHAFT BETWEEN THE STEERING WHEEL AND FLOOR OF THE PASSENGER COMPARTMENT IS EXPOSED. A CLAMP ON THE STEERING SHAFT CAUGHT THE FLOOR MAT AND MADE IT ALMOST IMPOSSIBLE TO STEER THE CAR. I TALKED TO THE DEALER AND WAS TOLD ALL STRATUS ARE
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THE MOVING STEERING SHAFT BETWEEN THE STEERING WHEEL AND FLOOR OF THE PASSENGER COMPARTMENT IS EXPOSED. A CLAMP ON THE STEERING SHAFT CAUGHT THE FLOOR MAT AND MADE IT ALMOST IMPOSSIBLE TO STEER THE CAR. I TALKED TO THE DEALER AND WAS TOLD ALL STRATUS ARE
WHILE TRAVELING 65MPH DEPRESSED CIGARETTE LIGHTER AND IT HAD POPPED OUT OF SOCKET UNDER PASSENGER'S SEAT & FLOOR MAT CAUGHT FIRE. *AK
DESIGN OF THE STEERING WHEEL COLUMN IS UNCOVERED ABOVE THE GAS AND BRAKE PEDAL WHICH CAUSED FLOOR MAT THE BE STUCK RESULTING IN LOSS OF STEERING ABILITY.

833957	FORD MOTOR COMPANY	FORD	F150	1997	OTHER
833957	FORD MOTOR COMPANY	FORD	F150	1997	SERVICE BRAKES, HYDRAULIC:ANTILOCK
834929	FORD MOTOR COMPANY	FORD	CROWN VICTORIA	1997	OTHER
707389	FORD MOTOR COMPANY	FORD	ESCORT	1999	EQUIPMENT
833764	GENERAL MOTORS CORP.	GMC	SUBURBAN	1995	OTHER
833764	GENERAL MOTORS CORP.	GMC	SUBURBAN	1995	AIR BAGS:FRONTAL
833764	GENERAL MOTORS CORP.	GMC	SUBURBAN	1995	AIR BAGS:FRONTAL
835095	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	1997	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
840577	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	1996	STRUCTURE

EA98018; THE FLOORMAT MOVED UNDERNEATH THE ACCELERATOR PEDAL AND CAUSED THE THROTTLE TO STICK, HAD TO TURN OFF THE VEHICLE TO SHUT OFF, ALMOST RESULTING AN ACCIDENT. ALSO PROBLEMS WITH BRAKING SYSTEM IN WHICH BRAKE PEDAL GOES TO THE FLOOR AND EXTENDED ST
EA98018; THE FLOORMAT MOVED UNDERNEATH THE ACCELERATOR PEDAL AND CAUSED THE THROTTLE TO STICK, HAD TO TURN OFF THE VEHICLE TO SHUT OFF, ALMOST RESULTING AN ACCIDENT. ALSO PROBLEMS WITH BRAKING SYSTEM IN WHICH BRAKE PEDAL GOES TO THE FLOOR AND EXTENDED ST
THE FLOOR MATS KEEPS SHIFTING RIGHT INTO & UNDER THE GAS PEDAL AND/OR BRAKES. THIS CAUSES AN INTERFERENCE WITH THE APPLICATION OF EITHER OR BOTH PEDALS. WILL BE TAKING TO DEALER TO GET MATS MORE STABILIZED. *AK
VEHICLE INTERMITENTLY EMITS CHEMICAL ODOR SIMILAR TO THE ODOR OF INSECT. FIRST TRIP TO DEALER BLAMED ON RUBBER FLOOR MATS NEXT TRIP BLAMED ON STICKERS AND UNDERCOAT ON PIPES BURNING CLAIMED WOULD BE GONE BY 1,500 MILES ODORGITATION AM GOING TO HAVE TO PAR
THE FLOOR MAT WAS WEDGED UNDER ACCELERATOR PEDAL. THIS CAUSED VEHICLE TO ACCELERATE & HIT ANOTHER VEHICLE IN FRONT. AIR BAG DID NOT DEPLOY. WAS TRAVELING AT 30-40MPH AT THE TIME. *AK
THE FLOOR MAT WAS WEDGED UNDER ACCELERATOR PEDAL. THIS CAUSED VEHICLE TO ACCELERATE & HIT ANOTHER VEHICLE IN FRONT. AIR BAG DID NOT DEPLOY. WAS TRAVELING AT 30-40MPH AT THE TIME. *AK
THE FLOOR MAT WAS WEDGED UNDER ACCELERATOR PEDAL. THIS CAUSED VEHICLE TO ACCELERATE & HIT ANOTHER VEHICLE IN FRONT. AIR BAG DID NOT DEPLOY. WAS TRAVELING AT 30-40MPH AT THE TIME. *AK
GAS PEDAL GETS STUCK UNDER THE FLOOR MAT DURING APPLICATION. DEALER REFUSES TO REPLACE THE MATS. **AK
PASSENGER SIDE FLOOR MAT PUSHES UNDER THE DASH, CAUSING AIR CODITIONER DRAIN HOSE TO DISCONNECT AND LEAK ONT INTERIOR CARPET, CONSUMER DOES NOT HAVE CIVIC ORIGINAL MATS WHICH IS UNDER RECALL AT THIS TIME RECALL # 99-E-015-000. ----------------PLEASE ADD V

543948	FORD MOTOR COMPANY	FORD	TEMPO	1993	EQUIPMENT
707565	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	1996	OTHER
839927	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	1998	OTHER
840424	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	1996	EQUIPMENT
703654	FORD MOTOR COMPANY	FORD	EXPLORER	1994	OTHER
607001	FORD MOTOR COMPANY	MERCURY	GRAND MARQUIS	1998	OTHER
704279	DAIMLERCHRYSLER CORPORATION	JEEP	GRAND CHEROKEE	1998	ENGINE AND ENGINE COOLING:COOLING SYSTEM
704279	DAIMLERCHRYSLER CORPORATION	JEEP	GRAND CHEROKEE	1998	VISIBILITY:POWER WINDOW DEVICES AND CONTROLS
834723	DAIMLERCHRYSLER CORPORATION	DODGE	STRATUS	1998	STEERING:WHEEL AND HANDLE BAR

FLOOR MAT BECAME STUCK UNDER GAS PEDAL CAUSING VEHICLE TO ACCELERATE.
ACCELERATOR STICK DUE TO FLOOR MAT ON SEVERAL OCCASIONS. JUST RECEIVED OFFICIAL RECALL NOTICE, BUT DID NOT HEAR ANY NEWS REPORTS OF THE RECALL. *AK
RCALL 99E015000, FLOORMAT RECALL IS NOT "BROAD" ENOUGH FOR THE OWNER WHO ALREADY REPLACED THE ORGINIAL FLOOR MAT WITH AN AFTERMARKET FLOOR MAT BECAUSE OF A SAFETY DEFECT IN THE ORGINIAL FLOOR MAT. MANUFACTURER WILL NOT DO THE RECALL FOR AN AFTERMARKET F
VEHICLE EXPERIENCED AN ACCIDENT TO TO DRIVER FLOORMAT CAUSES THE ACELERATOR PEDAL TO STICK WHILE COMING TO A STOP; CAUSES THE VEHICLE TO CONTINUE ON TO ON ON-COMING TRAFFIC. DRIVER RECEIVER MAJOR INJURY TO RIGHT LUNGUE TO ACCIDENT. CONSUMER RECEIVED MFR.
THE FLOORMAT ON THE DRIVERS SIDE CAN EASILY SLIP IN FRONT OF THE ACCELERATOR PEDAL AND RESULT IN FULL THROTTLE. THE FIRST TIME THIS HAPPENED I THOUGHT I WAS GOING TO CRASH AND ENDED UP SLIPPING THE IGNITION INTO NEUTRAL AND SHUTTING OF ENGINE IN TRAFFIC
FLOOR MAT ON PASSENGER SIDE MALFUNCTIONING. *YC
I AM A FRIEND WHO WILL DESCRIBE THE PROBLEMS THAT [redacted] HAS ENCOUNTERED WITH HER GRAND CHEROKEE LAREDO. THE FIRST, SHE NOTICED A SPRAYING OF OILY FLUID NEAR THE TOP OF THE RADIATOR MORE TOWARDS THE AREA NEAR THE BATTERY. AT THAT POINT, SHE NOTICED THAT T
I AM A FRIEND WHO WILL DESCRIBE THE PROBLEMS THAT [redacted] HAS ENCOUNTERED WITH HER GRAND CHEROKEE LAREDO. THE FIRST, SHE NOTICED A SPRAYING OF OILY FLUID NEAR THE TOP OF THE RADIATOR MORE TOWARDS THE AREA NEAR THE BATTERY. AT THAT POINT, SHE NOTICED THAT T
FLOOR MAT STARTED MOVING WHILE MAKING A TURN. STEERING LOCKED BECAUSE FLOOR MAT WAS JAMMED AROUND THE COLUMN DUE TO STEERING COLUMN MECHANISM NOT BEING COVERED. DEALER CONTACTED, AND STATED IT WAS DESIGN OF VEHICLE. PROBLEM STILL EXISTS. PROVIDE FURTHE

847387	HYUNDAI MOTOR COMPANY	HYUNDAI	TIBURON	1998	POWER TRAIN:CLUTCH ASSEMBLY
847387	HYUNDAI MOTOR COMPANY	HYUNDAI	TIBURON	1998	OTHER
847387	HYUNDAI MOTOR COMPANY	HYUNDAI	TIBURON	1998	WHEELS:LUGS /NUTS/BOLTS
847387	HYUNDAI MOTOR COMPANY	HYUNDAI	TIBURON	1998	FUEL SYSTEM, GASOLINE:ST ORAGE:TANK ASSEMBLY
704502	FORD MOTOR COMPANY	FORD	EXPEDITION	1997	VEHICLE SPEED CONTROL
542950	DAIMLERCHRY SLER CORPORATIO N	JEEP	LAREDO	1995	OTHER
705419	FORD MOTOR COMPANY	FORD	F150	1997	VEHICLE SPEED CONTROL:ACC ELERATOR PEDAL
838003	DAIMLERCHRY SLER CORPORATIO N	DODGE	STRATUS	1997	POWER TRAIN:DRIVELI NE:CONSTANT VELOCITY JOINT

THE CLUTCH CANNOT BE USED PROPERLY DUE TO DESIGN OF FLOOR MATS. MAKES THE GEARS TIGHT. ALSO, COVER TO FUEL TANK BROKE OFF WHEN OPENED. THE 1997 MICHELIN X TIRES ON FRONT OF VEHICLE BROKE OFF DUE TO ALL LUGS: NUTS SHEARING OFF TWICE. TAKING VEHICLE BACK
THE CLUTCH CANNOT BE USED PROPERLY DUE TO DESIGN OF FLOOR MATS. MAKES THE GEARS TIGHT. ALSO, COVER TO FUEL TANK BROKE OFF WHEN OPENED. THE 1997 MICHELIN X TIRES ON FRONT OF VEHICLE BROKE OFF DUE TO ALL LUGS: NUTS SHEARING OFF TWICE. TAKING VEHICLE BACK
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THE CLUTCH CANNOT BE USED PROPERLY DUE TO DESIGN OF FLOOR MATS. MAKES THE GEARS TIGHT. ALSO, COVER TO FUEL TANK BROKE OFF WHEN OPENED. THE 1997 MICHELIN X TIRES ON FRONT OF VEHICLE BROKE OFF DUE TO ALL LUGS: NUTS SHEARING OFF TWICE. TAKING VEHICLE BACK
WE EXPERIENCED AN INVOLUNTARY ACCELERATION, AND FORD REPLACED THROTTLE COMPONENTS. WE WERE DRIVING AT HIGHWAY SPEED AND THE THROTTLE FLOORED ITSELF, AND I HAD TO PULL THE PEDAL BACK ON TWO SEPARATE OCCATIONS. AND THE PEDAL WAS NOT CAUGHT UNDER THE FLOOR
THROTTLE STICKS FULL ON DURING ACCELERATION WHEN THE FACTORY FLOOR MAT MOVES SLIGHTLY AND LOCKS THE THROTTLE IN THE FULL ON POSITION.
I HAD THE ACCELERATOR PEDAL ALL THE WAY TO THE FLOOR WHILE PASSING ANOTHER CAR. AFTER PASSING, THE ACCELERATOR WAS STUCK AT FULL THROTTLE. I TRIED PRESSING THE BRAKES, AND THAT DIDN'T WORK. I TRIED TO PUT IT IN NEUTRAL, AND I ACCIDENTLY PUT IT IN EITHE
IE99034, BOOT DOES NOT FIT ON THE JOINTS. IF ON THE FLOOR MAT, IT WILL CAUSE JOINTS TO STICK, AND THERE WILL BE NO STEERING CONTROL. PLEASE PROVIDE FURTHER INFORMATION. *AK

706699	GENERAL MOTORS CORP.	CHEVROLET	MALIBU	1998	VEHICLE SPEED CONTROL:SPRINGS
838608	DAIMLERCHRYSLER CORPORATION	PLYMOUTH	BREEZE	1997	OTHER
841882	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	1998	OTHER
841158	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	ACCORD	1998	OTHER
548192	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	ACCORD	1998	OTHER
608668	DAIMLERCHRYSLER CORPORATION	DODGE	DAKOTA	1998	PARKING BRAKE:CONVENTIONAL:MECHANICAL:LINKAGE AND CABLE
608668	DAIMLERCHRYSLER CORPORATION	DODGE	DAKOTA	1998	VISIBILITY:WINDSHIELD
849089	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	1996	OTHER

AT 60 MPH THE CRUISE CONTROL WAS ON AT THE STEERING WHEEL, BUT NOT SET. IT SET ITSELF AS INDICATED BY THE "CRUISE" LIGHT ON THE DASH AND WOULD NOT TURN OFF, BUT KEPT ACCELERATING AS INDICATED BY THE GAS PEDAL BEING DEPRESSED. I APPLIED BRAKES AND IT STIL
STEERING LOCKS UP DUE TO FLOOR MAT GRABBING STEERING COLUMN FROM FLOOR BASE BECAUSE IT IS ALL OPEN. DEALER NOTIFED, AND INFORMED CONSUMER THAT NOTHING COULD BE DONE BECAUSE OF THE DESIGN OF THE VEHICLE. *AK
WHILE APPROACHING A STOP SIGN AND APPLYING THE BRAKE PEDAL THERE WAS NO RESPONSE DUE TO THE FLOOR MAT GETTING CAUGHT UP UNDER THE ACCELERATOR ,CAUSING VEHICLE TO ALMOST BE IN AN ACCIDENT. DEALER HAS NOT BEEN CONTACTED. *AK
FLOOR MAT ROLLS UP UNDER THE BRAKE PEDAL AND ACCELERATOR. CONSUMER HAS NOT CONTACTED DEALER. *AK
DRIVER'S SIDE FLOOR MAT DOES NOT STAY IN PLACE CAUSING MAT TO MOVE FORWARD TOWARD'S THE GAS PEDAL WHICH COULD CAUSE AN ACCIDENT. *YC
LEAKY PARKING BRAKE CABLE GROMET AND REAR WINDOW CAUSED FLOOR MATS TO BE REPLACED. YH
LEAKY PARKING BRAKE CABLE GROMET AND REAR WINDOW CAUSED FLOOR MATS TO BE REPLACED. YH
WHILE TAKING VEHICLE TO THE DEALERSHIP FOR RECALL REPAIRS OF FLOOR MATS. VEHICLE WAS INVOLVED IN A COLLISION DUE TO THE THROTTLE STICKING AS A RERSULT OF FLOOR MAT GETTING ENTANGLE D WITH ACCELERATOR PEDAL. MANUFACTURER HAS BEEN NOTIFIED. RECALL 99E

843024	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	1995	OTHER
849327	GENERAL MOTORS CORP.	CHEVROLET	ASTRO	1999	OTHER
548655	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	1996	OTHER
843130	DAIMLERCHRYSLER CORPORATION	CHRYSLER	SEBRING	1998	OTHER
546414	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	ACCORD	1998	OTHER
709250	MAZDA NORTH AMERICAN OPERATIONS	MAZDA	MIATA	1997	EQUIPMENT
546421	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	1993	OTHER
547175	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	1992	OTHER

FLOOR MAT DOESN'T STICK IN PLACE, AND IT GETS UNDER THROTTLE CLUTCH AND BRAKES. CONSUMER CONTACTED MANUFACTURER. *AK
FLOOR MAT ON DRIVER'S SIDE CONTINUOUSLY MOVES UNDER BOTH BRAKE AND ACCELERATOR PEDALS, CAUSING ERRATIC OPERATION WHEN IT OCCURS. BELIEVED THIS IS A SAFETY FACTOR WHICH SHOULD BE LOOKED INTO BY NHTSA. MANUFACTURER OF THE FLOOR MAT WAS NOTIFIED .*AK
FLOOR MATS CAUSED ACCELERATOR PEDAL TO STAY DEPRESSED RESULTING IN VEHICLE HITTING TREE DUE TO LOSS OF BRAKING ABILITY AND CONTROL. MJS
FLOOR MAT RAISED UP UNDER THE GAS PEDAL. THERE IS A BOLT FROM STEERING ON THE BOTTOM TO THE FLOOR. THE BOLT GOT CAUGHT ON THE FLOOR MAT WHICH DIDN'T ALLOW IT TO TURN. *AK
FACTORY INSTALLED FLOOR MATS CONTINUALLY SLIDE FORWARD AND BUNCH UNDER THE BRAKE/ACCELERATOR PEDAL. NLM
DRIVER'S FLOORMAT IS CONSTANTLY WORKING WAY ONTO GAS PEDDLE CAUSING ACCELLORATOR TO STAY ON FLOOR, HOOK WOULD SOLVE PROBLEM, SEVERAL NEAR ACCIDENTS
MISPOSITIONED FLOOR MAT MAY HAVE GOTTEN STUCK ON GAS PEDALL CAUSING THE VEHICLE TO SPEED THROUGHT INTERSECTION AND RESULT IN VEHICLE COLLISION. NLM
FLOOR MAT PROBLEMS EXPERIENCED AS IN THE RECALL ON THE 1997 MODELS (99E-015), HOWEVER 1992 MODEL NOT INCLUDED. MJS

547174	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	1993	OTHER
844406	DAIMLERCHRYSLER CORPORATION	CHRYSLER	SEBRING	1998	OTHER
844406	DAIMLERCHRYSLER CORPORATION	CHRYSLER	SEBRING	1998	STEERING
844392	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	1996	OTHER
846505	GENERAL MOTORS CORP.	PONTIAC	GRAND PRIX	1993	AIR BAGS:FRONTAL
853417	GENERAL MOTORS CORP.	CHEVROLET	CAVALIER	2000	POWER TRAIN:CLUTCH ASSEMBLY
853417	GENERAL MOTORS CORP.	CHEVROLET	CAVALIER	2000	OTHER
523044	FORD MOTOR COMPANY	FORD	F150	1993	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
542950	DAIMLERCHRYSLER CORPORATION	JEEP	GRAND CHEROKEE	1995	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL

FLOOR MAT PROBLEMS EXPERIENCED AS IN THE RECALL ON THE 1997 MODELS (99E-015), HOWEVER 1993 MODEL NOT INCLUDED. MJS
FLOOR MAT GOES UP THE UNIVERSAL JOINT. IT FRAYS AND IT PULLS THE FLOOR MAT. DRIVER NOT ABLE TO STEER.CONSUMER HAS CONTACTED DEALER AND MANUFACTURER. *AK
FLOOR MAT GOES UP THE UNIVERSAL JOINT. IT FRAYS AND IT PULLS THE FLOOR MAT. DRIVER NOT ABLE TO STEER.CONSUMER HAS CONTACTED DEALER AND MANUFACTURER. *AK
RECALL 99E015000; NO PARTS AVAILABLE FOR THE ACCESSORY FLOOR MATS FROM THE MANUFACTURER. WILL BE NOTIFYING OWNER WHEN AVAILABLE. *AK
WHILE SERVICE TECHNICIAN WAS PULLING OUT FLOOR MATS AIR BAG DEPLOYED WITHOUT INDICATION. PLEASE PROVIDE FURTHER INFORMATION. *AK
THE CLUTCH WILL RETURN TO THE UP POSITION BECAUSE OF THE POSITIONING OF THE FLOOR MAT. DEALER HAS BEEN NOTIFIED. *AK
THE CLUTCH WILL RETURN TO THE UP POSITION BECAUSE OF THE POSITIONING OF THE FLOOR MAT. DEALER HAS BEEN NOTIFIED. *AK
WHEN PARKING VEHICLE THE ACCELERATOR SUDDENLY WENT TO THE FLOOR. DRIVER PLACED BOTH FEET ON THE BRAKE BUT VEHICLE CONTINUED UP AN INCLINE INTO A STAIRWELL AND BUILDING. THE FLOOR MAT WAS DETERMINED AS THE CAUSE OF PEDAL STICKING BUT DRIVER IS UNSURE.
WHILE EXITING FROM HIGHWAY THROTTLE PEDAL STUCK IN THE FULL ON POSITION, RERSULTING IN UNWANTED ACCELERATION DUE TO FLOOR MAT INTERFERENCE. ONLY AFTER SHIFTING INTO NEUTRAL, CONSUMER WAS ABLE TO STOP VEHICLE.

542950	DAIMLERCHRYSLER CORPORATION	JEEP	GRAND CHEROKEE	1995	OTHER
720107	FORD MOTOR COMPANY	MERCURY	MYSTIQUE	1996	ENGINE AND ENGINE COOLING:ENGINE:GASOLINE
720107	FORD MOTOR COMPANY	MERCURY	MYSTIQUE	1996	VEHICLE SPEED CONTROL
720107	FORD MOTOR COMPANY	MERCURY	MYSTIQUE	1996	POWER TRAIN:AUTOMATIC TRANSMISSION
720107	FORD MOTOR COMPANY	MERCURY	MYSTIQUE	1996	VEHICLE SPEED CONTROL
720107	FORD MOTOR COMPANY	MERCURY	MYSTIQUE	1996	POWER TRAIN:AUTOMATIC TRANSMISSION
720107	FORD MOTOR COMPANY	MERCURY	MYSTIQUE	1996	ENGINE AND ENGINE COOLING:ENGINE:GASOLINE
720107	FORD MOTOR COMPANY	MERCURY	MYSTIQUE	1996	VEHICLE SPEED CONTROL

WHILE EXITING FROM HIGHWAY THROTTLE PEDAL STUCK IN THE FULL ON POSITION, RERSULTING IN UNWANTED ACCELERATION DUE TO FLOOR MAT INTERFERENCE. ONLY AFTER SHIFTING INTO NEUTRAL, CONSUMER WAS ABLE TO STOP VEHICLE.
WE TOOK THIS CAR TO THE DEALER IN MAY OF 1999 BECAUSE THE THROTTLE SEEMED TO STICK, THEN BREAK FREE, CAUSING TO CAR TO LURC FORWARD INTO TRAFFIC. THEY KEPT THE CAR BUT IT WOULD NOT REPEAT THE PROBLEM SO THEY ERTURNED IT TO US AND CHARGED US OVER $100. E
WE TOOK THIS CAR TO THE DEALER IN MAY OF 1999 BECAUSE THE THROTTLE SEEMED TO STICK, THEN BREAK FREE, CAUSING TO CAR TO LURC FORWARD INTO TRAFFIC. THEY KEPT THE CAR BUT IT WOULD NOT REPEAT THE PROBLEM SO THEY ERTURNED IT TO US AND CHARGED US OVER $100. E
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720107	FORD MOTOR COMPANY	MERCURY	MYSTIQUE	1996	POWER TRAIN:AUTOMATIC TRANSMISSION
720107	FORD MOTOR COMPANY	MERCURY	MYSTIQUE	1996	ENGINE AND ENGINE COOLING:ENGINE:GASOLINE
715929	DAIMLERCHRYSLER CORPORATION	DODGE	STRATUS	1997	OTHER
549150	GENERAL MOTORS CORP.	OLDSMOBILE	SILHOUETTE	1997	EXTERIOR LIGHTING:TAIL LIGHTS:SWITCH
549150	GENERAL MOTORS CORP.	OLDSMOBILE	SILHOUETTE	1997	EXTERIOR LIGHTING
549150	GENERAL MOTORS CORP.	OLDSMOBILE	SILHOUETTE	1997	EXTERIOR LIGHTING
860517	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	1994	OTHER
550218	GENERAL MOTORS CORP.	SATURN	SATURN	2000	OTHER

WE TOOK THIS CAR TO THE DEALER IN MAY OF 1999 BECAUSE THE THROTTLE SEEMED TO STICK, THEN BREAK FREE, CAUSING TO CAR TO LURC FORWARD INTO TRAFFIC. THEY KEPT THE CAR BUT IT WOULD NOT REPEAT THE PROBLEM SO THEY ERTURNED IT TO US AND CHARGED US OVER $100. E
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CARPETED FLOOR MAT GOT CAUGHT IN COTTER PIN IN BOTTOM OF STEERING COLUMN WHILE TURNING IN A PARKING LOT. *AK
THE MANUFACTURING ERROR IN ASSEMBLY CAUSED THE TAIL LIGHT,FOG LIGHTS,TURN SIGNAL LIGHT AND REMOTE ACCESS INDICATOR LIGHTS TO BLOW OUT. WIRING HARNESS LOCATED UNDER FLOOR MAT WHICH RUBBED BY SCREW AND SNAPPED. YH
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WHILE DRIVING FLOOR MAT ON THE DRIVER'S SIDE COULD MOVE UNDER ACCELERATOR PEDAL WHERE CONSUMER WILL MOVE MAT AWAY. *AK
THE DESIGN OF DRIVER SIDE FLOOR MAT CAUSING RETARDS THE RELEASE OF THE CLUTCH AND HINDERS THE GAS PEDAL FROM ACCELERATING. YH

852944	GENERAL MOTORS CORP.	CHEVROLET	1500	1998	OTHER
852944	GENERAL MOTORS CORP.	CHEVROLET	1500	1998	VEHICLE SPEED CONTROL
715208	DAIMLERCHRYSLER CORPORATION	DODGE	STRATUS	1995	OTHER
715208	DAIMLERCHRYSLER CORPORATION	DODGE	STRATUS	1995	PARKING BRAKE:CONVENTIONAL
715208	DAIMLERCHRYSLER CORPORATION	DODGE	STRATUS	1995	ENGINE AND ENGINE COOLING:ENGINE:GASOLINE
715208	DAIMLERCHRYSLER CORPORATION	DODGE	STRATUS	1995	ELECTRICAL SYSTEM:ALTERNATOR/GENERATOR/REGULATOR
715208	DAIMLERCHRYSLER CORPORATION	DODGE	STRATUS	1995	VISIBILITY:WINDSHIELD WIPER/WASHER
715208	DAIMLERCHRYSLER CORPORATION	DODGE	STRATUS	1995	OTHER

INTERMITTENTLY THE VEHICLE ACCELERATES, SOMETIMES WHEN PUTTING VEHICLE IN REVERSE. WHEN COMING TO A STOP LIGHT, CONSUMER DECELERATED WHEN THE VEHICLE EXPERIENCED SUDDEN ACCELERATION FROM 20 MPH TO 40 MPH, CAUSING CONSUMER TO PUT ON BRAKES. DEALER SAID
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607244	FORD MOTOR COMPANY	FORD	F150	1998	OTHER
855182	DAIMLERCHRYSLER CORPORATION	DODGE	STRATUS	1998	OTHER
855182	DAIMLERCHRYSLER CORPORATION	DODGE	STRATUS	1998	STEERING:WHEEL AND HANDLE BAR
864392	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	1997	OTHER
718720	NISSAN NORTH AMERICA, INC.	NISSAN	SENTRA	1995	ELECTRICAL SYSTEM:WIRING:INTERIOR/ UNDER DASH
857329	FORD MOTOR COMPANY	FORD	F150	2000	VEHICLE SPEED CONTROL
857329	FORD MOTOR COMPANY	FORD	F150	2000	POWER TRAIN:AUTOMATIC TRANSMISSION
864915	FORD MOTOR COMPANY	FORD	F150	1997	OTHER
719059	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	1998	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL

FLOOR MATS SLIPPED. YH
WHILE DRIVING INTO A PARKING LOT THE RUBBER BOOT IS TOO SMALL THAT IT WON'T SLIDE OVER THE COUPLING MECHANISM TO KEEP SOMETHING FROM GETTING INTO IT. THE FACTORY ISSUED FLOOR MAT GOT CAUGHT IN THE TURN COUPLING, AND DRIVER COULDN'T TURN THE WHEEL. AVOI
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RECALL 99E015000 REPAIRS DID CORRECT THE PROBELM, FLOOR MAT CAUSED ACCELERATOR PEDAL NOT RETURN TO THE IDLE POSITION, RESULTING IN A COLLISION. PLEASE GIVE ANY FURTHER DETAILS.*AK
I DROVE HOME AND LOCKED MY CAR DOORS AND WENT INTO THE HOUSE. THE LIGHTS AND EVERYTHING WERE OFF IN THE CAR. THE NEXT MORNING I WALK TO MY AUTOMOBILE AND OPENED THEDOOR AND A HEAVY ODOR CAME FROM THE CAR...I LOOKED IN AND THE STEERING COLUMN AND WHEEL
WHILE DRIVING THROTTLE MALFUNCTIONED, CAUSING SUDDEN ACCELERATION. DRIVER HAD TO PRESS DOWN THE BRAKES IN ORDER TO STOP VEHICLE. THIS MAY HAVE CAUSED A CRASH. ALSO, PROBLEMS WITH THE TRANSMISSION SYSTEM. AFTER TAKEN IN TO THE DEALER, DEALER CLAIMED TH
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WHEN DRIVING AND APPLYING THE GAS OR BRAKE PEDAL THE FLOOR MATS WILL CURL UP AND GET CAUGHT BETWEEN THE PEDALS. CONTACTED THE DEALER.*AK
TWO SEPARATE INCIDENTS OF ACCELERATOR PEDAL STICKING AND BRAKES NOT WORKING. ACCELERATOR PEDAL STUCK WHEN PULLING OUT OF PARKING LOT. I WAS PUSHING ON BRAKES WITH NO RESPONSE. HAD TO USE EMERGENCY BRAKE, AND THE CAR CONTINUED TO "REV" TRYING TO ACCELERA

865615	FORD MOTOR COMPANY	FORD	MUSTANG	1999	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
719620	TOYOTA MOTOR NORTH AMERICA, INC.	TOYOTA	COROLLA	2000	STEERING:LINKAGES
858004	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	1998	OTHER
719777	FORD MOTOR COMPANY	FORD	F150	1996	OTHER
858093	FORD MOTOR COMPANY	LINCOLN	CONTINENTAL	1990	OTHER
858093	FORD MOTOR COMPANY	LINCOLN	CONTINENTAL	1990	VEHICLE SPEED CONTROL
553087	DAIMLERCHRYSLER CORPORATION	DODGE	STRATUS	1996	STRUCTURE:FRAME AND MEMBERS:UNDERBODY SHIELDS
728519	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	1989	EQUIPMENT:ELECTRICAL:AIR CONDITIONER

THROTTLE PEDAL GETS STUCK AGAINST THE FLOOR MAT. DEALER SAYS IT'S NOT A COMMON PROBLEM .*AK HAPPENED 4 TIMES. LAST TIME CAUSED ACCIDENT. *YH
INSTALLED FLOOR MAT CAUSES THE ACCELERATOR PEDAL TO STICK AT FULL THROTTLE. THIS COULD EASILY CAUSE AN ACCIDENT. *AK
RECALL # 99E015000 HONDA/ACCESSORY FLOOR MATS; THE RECALL REQUIRED HONDA TO FASTEN FLOOR MATS TO PREVENT INTRUSION ON THE GAS PEDAL, WHICH COULD CAUSE IT TO STICK IN THE DOWN POSITION. CONSUMER WRITES THAT A SATISFACTORY SOLUTION HAS BEEN PROVIDED BY THE
DRIVER CARPET TYPE FLOOR MAT WILL NOT STAY SECURED TO FLOOR. KEEPS SLIDING FORWARD AND BUNCHES UP UNDER BRAKE/GAS PEDAL. DEALER REPLACED CLIP/POST TO FLOOR BUT STILL DOESN'T HOLD. I NEARLY HAD A BAD ACCIDENT BECAUSE OF THIS PROBLEM.
WHEN DRIVING GAS PEDAL WOULD STICK INTERMITTENTLY. CONTACTED DEALER, AND HE INDICATED THAT IT WAS NOT A WARRANTY PROBLEM, BUT RATHER THE FLOOR MAT WAS CAUSING THE PROBLEM. THE PROBLEM WENT AWAY FOR A FEW YEARS. THEY REPLACED THROTTLE BEARINGS. *AK *ML
WHEN DRIVING GAS PEDAL WOULD STICK INTERMITTENTLY. CONTACTED DEALER, AND HE INDICATED THAT IT WAS NOT A WARRANTY PROBLEM, BUT RATHER THE FLOOR MAT WAS CAUSING THE PROBLEM. THE PROBLEM WENT AWAY FOR A FEW YEARS. THEY REPLACED THROTTLE BEARINGS. *AK *ML
THE FLOOR MAT WAS DAMAGED BY STEERING COLUMN BECAUSE THERE IS NO PROTECTIVE COVER FOR THE STEERING COLUMN ON THE FLOOR. YH
THE FLOOR MAT ON THE DRIVER SIDE GETS IN THE WAY OF THE BRAKES AND THE GAS PETALS. SOMETIMES IT KEEPS THE GAS PETAL DOWN. SOMETIMES, IT KEEPS THE BRAKE PETAL DOWN. IS THERE A RECALL ON THE FLOOR MATS. THESE MATS WERE PURCHASED NEW WITH THE VEHICLE. THE AI

728519	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	1989	OTHER
10139528	TOYOTA MOTOR NORTH AMERICA, INC.	LEXUS	IS 300	2002	VEHICLE SPEED CONTROL
725534	GENERAL MOTORS CORP.	PONTIAC	FIREBIRD	1998	OTHER
725534	GENERAL MOTORS CORP.	PONTIAC	FIREBIRD	1998	VEHICLE SPEED CONTROL
872257	MITSUBISHI MOTORS NORTH AMERICA, INC.	MITSUBISHI	GALANT	1995	AIR BAGS:FRONTAL
872257	MITSUBISHI MOTORS NORTH AMERICA, INC.	MITSUBISHI	GALANT	1995	OTHER
553081	GENERAL MOTORS CORP.	CHEVROLET	BLAZER	2000	OTHER
553642	FORD MOTOR COMPANY	FORD	FOCUS	2000	EQUIPMENT:ELECTRICAL:AIR CONDITIONER

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MY 2002, LEXUS IS300 HAD A CASE OF SUDDEN UNINTENDED ACCELERATION THAT LED TO A CRASH CAUSING OVER $10,000 WORTH OF DAMAGES TO BOTH MY CAR AND THE OTHER PERSONS CAR. I HAVE SEEN OTHER REPORTS OF OTHER PEOPLE WONDERING IF THE ELECTRONIC THROTTLE IS SUSPEC
THROTTLE PEDAL GETS CAUGHT BY FLOOR MAT WHEN SLAMMED TO FLOOR FOR FAST ACCELERATION. FLOOR MAT DOES NOT HAVE ANYTHING TO PREVENT IT FROM MOVING IN FRONT OF PEDAL, AT THIS POINT, VEHICLE STAYS ACCELERATING.*AK
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CONSUMER WAS TRAVELING ABOUT 35MPH. FLOOR MAT GOT STUCK UNDERNEATH THE ACCELERATOR. CONSUMER RAN INTO SOME BRICK, AND AIRBAGS DIDN'T DEPLOY.*AK
CONSUMER WAS TRAVELING ABOUT 35MPH. FLOOR MAT GOT STUCK UNDERNEATH THE ACCELERATOR. CONSUMER RAN INTO SOME BRICK, AND AIRBAGS DIDN'T DEPLOY.*AK
THE FLOOR MAT OF THE VEHICLE DOES NOT FIT EVENLY AND INTERFERES WITH THE OPERATION OF THE BRAKES AND ACCELERATION. (ATTORNEY FOR CONSUMER) YH
THE AIR CONDITIONER VALVE FAILED CAUSING CONDENSATION TO LEAK UNDERNEATH THE FLOOR MAT OF THE DRIVERS SIDE THUS RESULTING IN MILDEW FORMATION AND DETERIORATION OF THE FLOORBOARD. NLM

727785	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	1997	VEHICLE SPEED CONTROL
869211	DAIMLERCHRYSLER CORPORATION	DODGE	STRATUS	1996	OTHER
869211	DAIMLERCHRYSLER CORPORATION	DODGE	STRATUS	1996	ENGINE AND ENGINE COOLING:ENGINE
738695	FORD MOTOR COMPANY	FORD	EXPEDITION	2001	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
738695	FORD MOTOR COMPANY	FORD	EXPEDITION	2001	OTHER
876462	FORD MOTOR COMPANY	MERCURY	MOUNTAINEER	2000	VEHICLE SPEED CONTROL
737455	FORD MOTOR COMPANY	FORD	EXPLORER	1998	STEERING:HYDRAULIC POWER ASSIST SYSTEM
738636	GENERAL MOTORS CORP.	CHEVROLET	CAVALIER	2000	OTHER

WHEN PULLING INTO A PARKING SPACE THE CAR CONTINUED TO ACCELERATE DESPITE THE FACT THAT THE BRAKES WERE APPLIED. THE CAR CONTINUED TO ACCELERATE OVER THE CURB. THE CAR CONTINUED ACCELERATING HITTING A FENCE AND A TREE BEFORE RETURNING TO THE PARKING LO
WHILE DRIVING DOWN THE DRIVEWAY FLOOR MAT BECAME ENTANGLED WITHIN THE STEERING COLUMN WHERE IT WENT DOWN TO THE FLOOR BECAUSE THIER WAS NO PROTECTIVE COVER TO PREVENT THIS FROM HAPPENING. *AK HEAD GASKET AND TIMING BELT FAILED ALSO. *YH
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THE GAS PEDAL ON THE ADJUSTABLE PEDAL SYSTEM WILL ON OCCASION WEDGE UNDER EDGE OF FLOOR MAT. FLOOR MATS I HAVE ARE OEM PARTS THAT CAME WITH THE VEHICLE. PROBLEM HAS HAPPENED TWICE IN 2 MONTHS, ONCE AT 75MPH, AND THE OTHER AT 5 MPH. SECOND INCIDENT CAUSED
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VEHICLE EXPERIENCES SUDDEN ACCELERATION, CONSUMER CHANGED FLOOR MATS BECAUSE HE THOUGHT THEY WERE GETTING UNDER THE ACCELERATOR, HOWEVER AFTER THE CHANGE IT HAPPENED AGAIN CAUSING A REAR END COLLISION, DEALER CAN NOT FIGURE OUT THE PROBLEM. *SLC
THIS VEHICLE HAS BEEN IN AND OUT OF THE DEALERSHIP FOR SERVICE ISSUES WITH PROBLEMS RELATED TO THE STEERING CAPABILITIES. TECHNICIANS HAVE BLOWN FOAM IN THE A-PILLERS, ADDED SOUND PROOFER, RIVETED THE LEFT FLOOR PAN, AND NOT TO MENTION, AS STATED ON THE S
FLOOR MAT OCCASIONALLY CATCHES THE CLUTCH PEDAL WHILE DEPRESSED EITHER SLOWING OR INHIBITING IT'S RETURN TO THE UNENGAGED POSITION. *AK

738533	FORD MOTOR COMPANY	FORD	EXPLORER	1996	VEHICLE SPEED CONTROL
741058	FORD MOTOR COMPANY	FORD	F150	2001	VEHICLE SPEED CONTROL
738167	DAIMLERCHRYSLER CORPORATION	JEEP	CHEROKEE	1992	VEHICLE SPEED CONTROL:LINKAGES
559702	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CRV	1999	OTHER
881945	INTERNATIONAL TRUCK & ENGINE CORPORATION	INTERNATIONAL	INTERNATIONAL	1998	OTHER
741298	BAYERISCHE MOTOREN WERKE	BMW	323I	2000	STRUCTURE:BODY:DOOR
559724	NISSAN NORTH AMERICA, INC.	NISSAN	ALTIMA	1994	VEHICLE SPEED CONTROL
741957	SUBARU OF AMERICA, INC.	SUBARU	LEGACY	1995	OTHER

THIS IS THE SECOND TIME SUBJECT VEHICLE HAS SUDDENLY ACCELERATED TO FULL THROTTLE AFTER AN INITIAL START FROM BEING STOPPED, I.E., AT A STOP LIGHT. FORD CLAIM FLOOR MAT INTERFERENCE. AFTER SOME INVESTIGATING I HAVE DISCOVERED ONE COMMON DENOMINATOR BETW
TRUCK STARTED ACCELERATING UNCONTROLLABLY TO THE POINT THAT BRAKES COULD NOT STOP VEHICLE, ONLY TURNING OFF ENGINE WOULD DO SO. THIS PROBLEM WAS NOT CAUSE BY FLOORMATS ! TO THIS POINT (2/17) DEALER HASN'T FOUND ANYTHING WRONG. THE TRUCK HAS EXPERIENCED
SUDDEN UNINTENDED ACCELERATION (UA) - TURNING RIGHT IN SERVICE STATION; ACCELERATOR WENT ALL THE WAY TO FLOOR. ALMOST NO BRAKES. BARELY MISSED GAS PUMPS AND GAS DELIVERY TANKER. GOT ON STRAIGHTAWAY AND TURNED OFF IGNITION, STOPPING WITH AID OF PARKING BRA
OWNER STARTED VEHICLE, PROCEEDED TO PUT IN REVERSE, PUT FOOT ON BRAKE AND VEHICLE FLEW BACKWARDS AT A TREMENDOUS RATE OF SPEED, STRUCK VEHICLE IN REAR, THEN PROPELLED FORWARD AT AN EXTREMELY HIGH RATE OF SPEED AND HIT VEHICLE IN FRONT, VEHICLE TOWED TO DE
GAS PEDAL GETS STUCK ON FLOOR MAT, CAUSING ACCELERATOR TO STICK OPEN. *AK
BOTH FRONT DOORS LEAK WATER INTO THE CABIN WHEN IT RAINS OR GETS WASHED. BOTH FRONT FLOOR MATS GET DAMP ALONG WITH THE FLOOR BOARD. WATER DAMAGE TO INSIDE CARPET, FLOOR MATS, AND ANY OTHER COMPONENTS IN THE AREA. (ELECTRICAL)
VEHICLE EXPERIENCED SUDDEN ACCELERATION WHILE DRIVING IN HEAVY TRAFFIC CAUSING THE CONSUMER TO HIT 3 CARS AND WAS STOPPED ONLY WHEN I HIT A TRUCK, THE MANUFACTURER SEEMS TO THINK THE ACCIDENT OCCURED DUE TO AN UNSECURED FLOOR MAT. NLM
FLOOR MATS REPEATEDLY SLIDE UP UNDER THE ACCELERATOR AND POTENTIALLY IMPEDE ACCELERATION. APPARENTLY, SUBARU HAS NOW ADDRESSED THIS PROBLEM, IN LATER MODELS, BY INSTALLING A HOOK IN THE FLOOR THAT ATTACHES TO THE MAT, TO PREVENT THIS FROM OCCURRING. HOWEV

885801	FORD MOTOR COMPANY	FORD	F150	2001	OTHER
746594	FORD MOTOR COMPANY	FORD	F150	1998	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
734593	DAIMLERCHRYSLER CORPORATION	JEEP	GRAND CHEROKEE	2000	VEHICLE SPEED CONTROL:LINKAGES
891292	FORD MOTOR COMPANY	FORD	TAURUS	2001	VEHICLE SPEED CONTROL
891605	MAZDA NORTH AMERICAN OPERATIONS	MAZDA	TRIBUTE	2001	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
891605	MAZDA NORTH AMERICAN OPERATIONS	MAZDA	TRIBUTE	2001	SERVICE BRAKES, HYDRAULIC:ANTILOCK
886772	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	ODYSSEY	2000	OTHER
745795	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	1997	OTHER

FLOOR MAT ON DRIVERSIDE IS REVERSIBLE, HAS A HOOK ON ONE SIDE. CONSUMER WAS DRIVING AT HIGHWAY SPEED, PRESSED DOWN HARD ON ACCELERATOR, AND PEDAL GOT STUCK WIDE OPEN ON HOOK OF FLOOR MAT. CONSUMER HAD TO TURN IGNITION OFF TO GET VEHICLE TO SLOW DOWN. *
GAS PEDAL TRAPPED UNDER FLOORMAT DURING ACCELERATION. ALMOST CASUED MULITPLE CAR ACCIDENT. THIRD INCIDENT.*AK
I WAS CRUISING AT 50 MPH WHEN SUDDENLY THE VEHICLE STARTED TO ACCELERATE UNCONTROLLABLY, I STEPPED ON THE BRAKES, BUT THE VEHICLE CONTINUED TO ACCELERATE..I HAD TO TURN OF THE ENGINE TO STOP. AND WHEN I TRIED TO RESTART THE VEHICLE.IT JUST REVVED REALLY H
CONSUMER WAS BACKING OUT OF A GARAGE USING IDLE SPEED WITH FOOT ON BRAKE, WHEN VEHICLE SUDDENLY ACCELERATED BACKWARD, CONSUMER WAS ABLE TO REGAIN CONTROL BY SHIFTING THE VEHICLE INTO DRIVE AND THEN INTO REVERSE, VEHICLE STRUCK SEVERAL ITEMS IN THE GARAGE
VEHICLE WAS GOING 10-15MPH AND STEPPED ON GAS TO GO 20-25MPH. AND RPMS WERE STICKING,AND BRAKING MADE IT 80-85% LESS EFFECTIVE. DEALER IS CONVINCED THE PROBLEM IS THE FLOOR MATS.
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DRIVER'S SIDE FLOOR MAT WILL ROLL UP UNDERNEATH ACCELERATOR PEDAL AND WILL INTERFERE WITH DRIVER'S FEET. CONSUMER WAS WORRIED THAT THIS COULD POSSIBLY INTERFERE WITH APPLICATION OF BRAKE PEDAL. PLEASE PROVIDE ANY ADDITIONAL INFORMATION/ATTACHMENTS.*
I REPORTED THE FRONT FLOOR MATS PROBLEMS WITH MOTORCARS ON 12/28/99 AND WAS TOLD BY THE SERVICE TECH THAT THE MATS WERE NOT ORIGNAL HONDA MATS. I WROTE TO TROY OHIO, CUSTOMER RELATIONS CONCERNING THE VEHICLES FRONT FLOOR MATS AND INFORMED THEM THAT

745619	VOLKSWAGEN OF AMERICA, INC	VOLKSWAGEN	JETTA	1999	SUSPENSION: FRONT
745619	VOLKSWAGEN OF AMERICA, INC	VOLKSWAGEN	JETTA	1999	STEERING
745619	VOLKSWAGEN OF AMERICA, INC	VOLKSWAGEN	JETTA	1999	SUSPENSION: FRONT:MACPHERSON STRUT
745619	VOLKSWAGEN OF AMERICA, INC	VOLKSWAGEN	JETTA	1999	OTHER
745660	FORD MOTOR COMPANY	FORD	F150	1999	OTHER
560874	TOYOTA MOTOR NORTH AMERICA, INC.	TOYOTA	TACOMA	9999	VEHICLE SPEED CONTROL
754326	MERCEDES-BENZ USA, LLC.	MERCEDES BENZ	CLK320	1999	OTHER
557940	DAIMLERCHRYSLER CORPORATION	DODGE	STRATUS	9999	STEERING:WHEEL AND HANDLE BAR

THIS CAR WAS PURCHASED NEW IN JULY 2000. IT IS THE NEWLY REDESIGNED JETTA. SINCE IT'S PURCHASE THE CAR HAS BEEN IN THE SHOP 9 TIMES FOR WATER/AIR LEAKS, TWICE FOR FAILED DRIVERS SIDE FRONT SUSPENSION STEERING FAILURE, NAMELY THE SHOCK, BEARING, SPACER, RE
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THE FACTORY-SUPPLIED FLOOR MATS ON THIS VEHICLE HAVE AN APPROX. 2∟ WIDE STRIP ALONG THE SIDE OF THE MAT. ON THE DRIVER∟S SIDE, THIS STRIP IS ALONG THE REAR PORTION OF THE RH SIDE OF THE MAT AND MAKES AN APPROX. 2∟ WIDE SQUARE CORNER SEVERAL INCHES BACK F
CONSUMER PURCHASED VEHICLE VIA THE INTERNET AND WAS ADVISED THAT THE DEALERSHIP THAT HE WAS PURCHASING VEHICLE FROM DID NOT OFFER FACTORY CRUISE CONTROL FOR THE VEHICLE HE WAS GETTING BECAUSE IT CONTAINED A MANUAL TRANSMISSION, CONSUMER HAD CRUISE CONTROL
MERCEDES-BENZ, DEVON, PA, SAYS FLOOR MAT JAMMED ACCELERATOR AS DRIVER BRAKED.*AK
WHILE DRIVING INTO THE DRIVEWAY, CONSUMER NOTICED THE FLOORMAT WAS SUCKED INTO THE STEERING COLUMN, CONSUMER BELIEVES IT WAS DUE TO MANUFACTURERS NEGLIGENCE TO PUT A PROTECTIVE COVER WHERE THE STEERING COLUMN GOES INTO THE FLOOR. *JB

898996	DAIMLERCHRYSLER CORPORATION	PLYMOUTH	BREEZE	1997	STEERING
563090	DAIMLERCHRYSLER CORPORATION	JEEP	GRAND CHEROKEE	2001	EQUIPMENT
8000881	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	ACCORD	1999	OTHER
756176	NISSAN NORTH AMERICA, INC.	NISSAN	SENTRA	2002	OTHER
756145	FORD MOTOR COMPANY	FORD	F150	1998	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
8005697	TOYOTA MOTOR NORTH AMERICA, INC.	TOYOTA	CAMRY	2002	SERVICE BRAKES, HYDRAULIC:PEDALS AND LINKAGES
757594	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	ACCORD	1998	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL

CONSUMER WAS PULLING OUT ONTO A HIGHYWAY, STEERING LOCKED UP, CONSUMER WAS ABLE TO GET OUT FROM VEHICLE, BUT FLOORMAT GOT TANGLED UP IN STEERING COLUMN. IT TOOK HER TEN MINUTES TO WORK IT OUT, DEALERSHIP WAS AWARE OF PROBLEM.*AK *SLC
CONSUMER REQUESTED THAT FACTORY RUNNING BOARDS BE INSTALLED IN THE VEHICLE FOR MEDICAL REASONS, WHICH WERE PROMISED BY THE DEALERSHIP AT THE TIME OF PURCHASE, HOWEVER WHEN CONSUMER ARRIVED TO PICKED UP THE VEHICLE, THE RUNNING BOARDS HAD NOT BEEN INSTALLE
WHILE ATTEMPTING TO ACCELERATE FROM A STOPPED POSITION FLOOR MAT STUCK UNDER ACCELERATOR PEDAL AND CAUSED VEHICLE TO CRASH INTO A STOPPED CAR TRAVELING APPROXIMATELY 5 MPH. PLEASE PROVIDE ANY ADDITIONAL INFORMATION / DOCUMENTATION. NOTE: 2 INDIVIDUAL
THE THROTTLE GOT STUCK WIDE OPEN, THE FLOOR MATS ARE NOT SECURED ENOUGH WHICH CAUSE THE PROBLEM, IF THIS HAPPENS TO A INEXPERIENCED DRIVER THEY COULD BE KILLED VERY EASILY! *AK
GAS PEDAL JAMMED UNDER FLOOR MAT, HIT FRONT PORCH OF HOUSE,COULD NOT STOP VEHICLE WITH BOTH FEET FEET ON BRAKE PEDAL. SAME THING HAPPENED MANY TIMES ON THE FREEWAY, BUT COULD ALWAYS PULL FLOOR MAT BACK WITH MY FEET, THIS TIME HAPPENED IN MY DRIVEWAY, AND
ARM THAT HOLDS UP BRAKE PEDAL IS INTERFERRING WITH THE DRIVERS FOOT. DRIVER STATED IF CONSUMER HAD A LARGE SIZE FOOT, IT COULD EASILY GET WEDGED AND STUCK ON BRAKE PEDAL. *AK CONSUMER STATES THAT HIS FOOT GETS CAUGHT BETWEEN THE FLOORMAT AND THE BRAKE
IN JANUARY 2000, I TOOK MY HONDA IN TO THE TRICKET DEALERSHIP TO HAVE A STICKING GAS PEDAL REPAIRED. THE MILEAGE AT THAT TIME WAS 35, 187. THE PEDAL WOULD STICK AND REQUIRE A HARD PUNCH WITH THE FOOT TO COME LOOSE. THE DEALER CLEANED THE THROTTLE AND T

757594	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	ACCORD	1998	OTHER
757587	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	ACCORD	1998	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
757587	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	ACCORD	1998	OTHER
563090	DAIMLERCHRYSLER CORPORATION	JEEP	GRAND CHEROKEE	9999	EQUIPMENT
557940	DAIMLERCHRYSLER CORPORATION	DODGE	STRATUS	9999	STEERING:WHEEL AND HANDLE BAR
8009632	DAIMLERCHRYSLER CORPORATION	DODGE	RAM	2001	AIR BAGS:FRONTAL
8009632	DAIMLERCHRYSLER CORPORATION	DODGE	RAM	2001	VEHICLE SPEED CONTROL
564672	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	9999	EQUIPMENT

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WHILE DRIVING INTO THE DRIVEWAY, CONSUMER NOTICED THE FLOORMAT WAS SUCKED INTO THE STEERING COLUMN, CONSUMER BELIEVES IT WAS DUE TO MANUFACTURERS NEGLIGENCE TO PUT A PROTECTIVE COVER WHERE THE STEERING COLUMN GOES INTO THE FLOOR. *JB
WHILE DRIVING 35 MPH AND WITHOUT WARNING, A HEAD-ON COLLISION OCCURRED. UPON IMPACT, AIR BAGS DID NOT DEPLOY.*AK CONSUMER STATES THAT THE ACCELERATOR STUCK, CAUSING VEHICLE TO REV TO 6000 RPMS, VEHICLE HIT AN EMBANKMENT AND TORE DOWN A FENCE, THE LEFT R
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CONSUMER RECEIVED A RECALL NOTICE (CAMPAIGN NO. 99E015). TOOK THE VEHICLE TO THE DEALER FOR THE PROBLEM TO BE FIXED. CONSUMER STATED THAT AFTER THEY FIXED THE PROBLEM, THE FLOOR MAT CREEPS TO THE FRONT OF THE VEHICLE DURING USE, AND CAUSES THE CLUTCH, THE

8015388	BAYERISCHE MOTOREN WERKE	BMW	X5	2002	OTHER
763212	AMERICAN SUZUKI MOTOR CORP.	SUZUKI	GRAND VITARA	1999	OTHER
8011450	FORD MOTOR COMPANY	MERCURY	GRAND MARQUIS	1999	OTHER
763172	FORD MOTOR COMPANY	FORD	TAURUS	2001	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
765897	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CRV	1998	OTHER
8013970	MITSUBISHI MOTORS NORTH AMERICA, INC.	MITSUBISHI	MONTERO	1996	OTHER
10139528	TOYOTA MOTOR NORTH AMERICA, INC.	LEXUS	IS 300	2002	OTHER
567727	KIA MOTORS AMERICA, INC.	KIA	SEPHIA	1999	EQUIPMENT

DUE TO FLOOR MAT HAVING MOVEMENT MAT SLID AGAINST GAS PEDAL. OWNER WAS IN REVERSE AND ACCELERATED BACKWARDS INTO A CONCRETE GARAGE. GAS PEDAL ISHAS BEEN ATTACHED AT THE FLOOR. PLEASE DESCRIBE DETAILS. *AK
THIS IS NOT A COMPLAINT ABOUT THE AUTOMOBILE OTHER THAN A WARNING ABOUT A POTENTIALLY SERIOUS SAFETY HAZARD.I HAVE DISCOVERED THAT AFTERMARKET FLOOR MATS CAN BUNCH UP UNDER THE ACCELLERATOR PEDAL,AND STICK IT IN THE WIDE OPEN POSITION.THIS COULD CAUSE A C
REPLACEMENT FLOORMATS PURCHASED AT FORD DEALERSHIP, ROLLED UP FROM THE HEAT. WHILE DRIVING ENGINE REVVED, CONSUMER NOTICED FLOORMAT ON TOP OF ACCELERATOR PEDAL. PART NUMBER 1W7Z5413086EAC. *AK *JB
ENGINE RACES TO 3500-4500 RPM WITH FOOT OFF OF ACCELERATOR AND USUALLY WHILE ON BRAKE, HOT OR COLD, IN OR OUT OF GEAR, WHILE DRIVING, STOPPED, OR PARKED. HAS NOTHING TO DO WITH PEDAL SPACING, HAS OCCURRED OFTEN ENOUGH TO VERIFY THAT FOOT WAS EITHER COMPLE
FLOOR MATS MOVE AND BLOCK GAS PEDAL FROM MOVING TO THE IDLE POSITION.*AK
CONSUMER RECEIVED RECALL 98V205000 ON FLOOR MATS FOR 3RD ROW SEAT. HAD IT SERVICED. HOWEVER, 2ND ROW SEAT ALSO HAD SAME PROBLEM. DEALER HAS BEEN NOTIFIED.*AK
MY 2002, LEXUS IS300 HAD A CASE OF SUDDEN UNINTENDED ACCELERATION THAT LED TO A CRASH CAUSING OVER $10,000 WORTH OF DAMAGES TO BOTH MY CAR AND THE OTHER PERSONS CAR. I HAVE SEEN OTHER REPORTS OF OTHER PEOPLE WONDERING IF THE ELECTRONIC THROTTLE IS SUSPEC
CONUSMER STATED THE FLOOR MATS AND RADIO ANTENNA WERE MISSING.*NLM

766778	GENERAL MOTORS CORP.	CHEVROLET	MALIBU	1997	OTHER
766778	GENERAL MOTORS CORP.	CHEVROLET	MALIBU	1997	VEHICLE SPEED CONTROL
767179	NISSAN NORTH AMERICA, INC.	NISSAN	MAXIMA	1998	EQUIPMENT:ELECTRICAL:AIR CONDITIONER
566699	GENERAL MOTORS CORP.	CHEVROLET	SILVERADO	1999	VEHICLE SPEED CONTROL
8022801	TOYOTA MOTOR NORTH AMERICA, INC.	TOYOTA	COROLLA	2003	EQUIPMENT
8022801	TOYOTA MOTOR NORTH AMERICA, INC.	TOYOTA	COROLLA	2003	EXTERIOR LIGHTING:HEADLIGHTS
770565	GENERAL MOTORS CORP.	CHEVROLET	IMPALA	2003	PARKING BRAKE
8023496	FORD MOTOR COMPANY	FORD	CROWN VICTORIA	1999	EQUIPMENT

CABLE NEARLY SEVERED. HAD REPORTED ACCELERATOR PROBLEMS IN PAST TO DEALER. WAS DISMISSED AS FLOOR MAT CATCHING THE PEDAL.*AK
CABLE NEARLY SEVERED. HAD REPORTED ACCELERATOR PROBLEMS IN PAST TO DEALER. WAS DISMISSED AS FLOOR MAT CATCHING THE PEDAL.*AK
ON 6/11/02 I HAD TO HAVE MY CAR TOWED TO THE DEALERSHIP (TOWING IS SUPPOSED TO BE COVERED IN MY WARRANTY WHICH THEY MADE ME PAY FOR). IT WAS NOT DRIVEABLE DUE TO WHITE SMOKE OUT OF THE EXHAUST, SPUTTERING/HESITATION, FUMES INSIDE CAR, SOAKED FRONT FLOOR M
CONSUMER NOTICED THE ACCELERATOR PEDAL STICKING PERIODICALLY AND THOUGHT MAYBE THE FLOOR MAT WAS IN THE WAY, HOWEVER HE NOTICED THAT DID NOT HELP AND IT BECAME WORSE AND WOULD STICK WHEN IN TRAFFIC, CONSUMER DISCOVERD A SERVICE BULLETIN ADDRESSING THE PRO
CONSUMER STATED HAD PROBLEM WITH DRIVER'S SIDE SUN VISOR. DUE TO ITS LOCATION AND/OR DESIGN THE VISOR MOVED THE REAR VIEW MIRROR FROM THE ADJUSTED POSITION WHENEVER MOVED. CONSUMER CAN NOT PROPERLY ADJUST REAR VIEW MIRROR WHEN VISOR IS DOWN. TS CONS
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WHEN ACCELERATING TO ENTER THE FREEWAY AT ABOUT 45+ MILES AN HOUR, THE CAR WOULD NOT STOP ACCELERATING. I TRIED TO PUT THE CAR IN NEUTRAL, DOWNSHIFT, AND APPLY THE BRAKES. I ALSO AT THE URGING OF 911 STAFF, APPLIED THE EMERGENCY BRAKES. THE CAR AFTER R
CONSUMER EXPERIENCED PROBLEMS WITH THE FLOOR MAT ON THE DRIVER'S SIDE. TS. THE FLOOR MAT MOVED AROUND AND BECAME STUCK TO THE HOOKS WHICH WERE EMBEDDED IN THE FLOOR AND WERE FLAT FROM NORMAL WEAR. CONSUMER WAS UNABLE TO HOOK THE FLOOR MAT ON THE APPAR

894441	VOLKSWAGEN OF AMERICA, INC	VOLKSWAGEN	CABRIO	1997	OTHER
894441	VOLKSWAGEN OF AMERICA, INC	VOLKSWAGEN	CABRIO	1997	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
894543	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	ACCORD	1998	VEHICLE SPEED CONTROL
894543	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	ACCORD	1998	OTHER
10015918	TOYOTA MOTOR NORTH AMERICA, INC.	LEXUS	GS300	1995	VEHICLE SPEED CONTROL
10016333	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	ACCORD	2001	ENGINE AND ENGINE COOLING:ENGINE
10016676	TOYOTA MOTOR NORTH AMERICA, INC.	TOYOTA	TOYOTA TRUCK	2003	STRUCTURE
10003377	FORD MOTOR COMPANY	FORD	F150	2003	OTHER

WHILE DRIVING ABOUT 65 MPH TOOK FOOT OFF ACCELERATOR PEDAL, BUT THE ENGINE DID NOT DECELERATE. HAD TO APPLY EMERGENCY BRAKES TO CONTROL VEHICLE. THEN, TOOK VEHICLE TO DEALER. BUT, THEY COULD NOT FIND OUT WHAT HAD CAUSED THE SITUATION.*AK THE FLOOR
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VEHICLE ACCELERATES UNCONTROLLABLY; CONSUMER PULLED INTO DRIVEWAY, HAD FOOT ON BRAKES, AND VEHICLE ACCELERATED ON ITS OWN. DRIVER HAD TO SWERVE INTO A FIELD. SOMETIMES HAD TO PUT IN NEUTRAL TO SLOW VEHICLE DOWN. CONTACTED DEALER, AND DEALER STATED IT COU
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WHEN THE BRAKES WERE PRESSED THE VEHICLE WOULD ACCELERATE. *NLM PROBLEM WAS CORRECTED FLOOR MAT WAS OVER PEDAL.*TS
I HAVE JUST TRADED MY 2001 HONDA ACCORD LX MANUAL TRANSMISSION VIN#1HGCG55491A[redacted]ECAUSE OF A SEVERE IDLING PROBLEM. THE CAR HAD ONLY 12,000 MILES AND HAD HAD ALL THE ROUTINE MAINTENANCE PERFORMED AS RECOMMENDED BY HONDA. IT WAS STILL UNDER WARRANTY
I PURCHASED A 2002 TOYOTA TACOMA DOUBLE CAB NEW AFTER A FEW THOUSAND MILES NOTICED THAT UNDERNEATH THE FLOOR MAT WAS WET. TOYOTA HAS MADE SEVERAL ATTEMPTS TO REPAIR THIS PROBLEM AND IS STILL UNSUCCESSFUL, BUT THEY STATE THE PROBLEM IS REPAIRED BECAUSE THE
WE PURCHASED A 2003 FORD F150 SUPERCREW FX4 IN OCTOBER OF 2002. ON DECEMBER 2,2002 THIS VEHICLE LOST CONTROL OF IT'S BRAKES AND ACCELERATION PEDAL. IT WAS PICKED UP THAT DAY AND TAKEN TO THE DEALERSHIP TO BE FIXED. IT IS STILL TO THIS DAY AT THE DEALERSH

10003377	FORD MOTOR COMPANY	FORD	F150	2003	ENGINE AND ENGINE COOLING:EXHAUST SYSTEM:EMISSION CONTROL:GAS RECIRCULATION VALVE (EGR VALVE)
10016787	NISSAN NORTH AMERICA, INC.	NISSAN	SENTRA SE-R	2002	OTHER
10005347	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	1995	OTHER
10002753	VOLKSWAGEN OF AMERICA, INC	AUDI	A4	2000	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
10007289	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	1996	VISIBILITY:WINDSHIELD WIPER/WASHER
10007289	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	1996	SERVICE BRAKES, HYDRAULIC

WE PURCHASED A 2003 FORD F150 SUPERCREW FX4 IN OCTOBER OF 2002. ON DECEMBER 2,2002 THIS VEHICLE LOST CONTROL OF IT'S BRAKES AND ACCELERATION PEDAL. IT WAS PICKED UP THAT DAY AND TAKEN TO THE DEALERSHIP TO BE FIXED. IT IS STILL TO THIS DAY AT THE DEALERSH
I BOUGHT A 2002 NISSAN SENTRA SE-R SPEC-V AND IN THE ONE YEAR THAT I HAD THE VEHICLE, I'VE HAD A COUPLE OF THINGS REPLACED DUE TO DEFECTIVE PARTS. FIRST, I HAD PROBLEMS STARTING THE VEHICLE AND IT WAS LATER DETERMINED THAT IT WAS THE FUEL PUMP. THEN THEY
THE FLOOR MAT IN THE 1995 HONDA CIVIC CAN SOMETIMES MOVE AND ACTUALLY TOUCH THE TOP OF THE GAS PEDAL IN THE CAR. WHEN THIS OCCURS THE GAS PEDAL REMAINS DEPRESSED EVEN WHEN YOU LIFT YOUR FOOT OFF OF THE PEDAL. THE FLOOR MAT IS STIFF AND HARD AND DOESN'T
I WAS DRIVING MY 2000 AUDI A4 1.8T WHEN THE ACCELERATOR SUDDENLY STUCK. AUDI SERVICE TECHNICIANS EXPLAINED TO ME THAT IF THE FLOORMAT MOVES UP EVEN TWO INCHES IT COULD CAUSE THE ACCELERATOR TO STICK. IT WAS THE WAY THE CAR WAS DESIGNED, ACCORDING TO THE
ENGINE FAILED DUE TO FAULTY KEY MOUNT ON CRANKSHAFT, AND 2 BELTS CAME OFF PULLEY, VEHICLE LOSS CONTROL RESULTING IN AN ACCIDENT. ALSO, REPLACED WINDSHIELD WIPER/WASHER, EXHAUST SYSTEM, THROTTLE CABLE, EMISSIONS, AXLES, BRAKES, CV BOOTS, AND FLOOR MAT. *AK
ENGINE FAILED DUE TO FAULTY KEY MOUNT ON CRANKSHAFT, AND 2 BELTS CAME OFF PULLEY, VEHICLE LOSS CONTROL RESULTING IN AN ACCIDENT. ALSO, REPLACED WINDSHIELD WIPER/WASHER, EXHAUST SYSTEM, THROTTLE CABLE, EMISSIONS, AXLES, BRAKES, CV BOOTS, AND FLOOR MAT. *AK

10007289	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	1996	ENGINE AND ENGINE COOLING:EXHAUST SYSTEM
10007289	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	1996	VEHICLE SPEED CONTROL:CABLES
10007289	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	1996	POWER TRAIN:DRIVELINE:UNIVERSAL JOINT
10007289	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	1996	ENGINE AND ENGINE COOLING:ENGINE
10007289	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	1996	OTHER
10029366	MAZDA NORTH AMERICAN OPERATIONS	MAZDA	MPV	2001	STRUCTURE:BODY
10010408	NISSAN NORTH AMERICA, INC.	NISSAN	SENTRA SE-R	2002	OTHER
10015138	FORD MOTOR COMPANY	LINCOLN	LINCOLN	2000	OTHER

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CONSUMER STATES THAT WHILE DRIVING AND WITH NO WARNING FLOOR MATS WERE SMOKING. DEALER NOTIFIED.*AK
WHILE ON A MAJOR HIGHWAY AT 4:30PM DRIVING ABOUT 60 MPH, THE ACCELERATOR STUCK CAUSING THE 2002 NISSAN SENTRA SE-R TO ACCELERATE UNCONTROLLABLY. THE FLOOR MAT HAD COME LOOSE AND JAMMED THE ACCELERATOR. I HAD TO SHIFT TO AND KICK THE PEDAL LOOSE. VERY NEA
THE FLOOR MATS BECAME TANGLED IN THE BRAKE AND ACCELERATOR PEDALS, WHICH CAUSED CONSUMER TO LOSE CONTROL OF THE VEHICLE.*JB

TOY-RQ-00033330

10014086	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	1999	OTHER
10014120	FORD MOTOR COMPANY	FORD	TAURUS	2001	STRUCTURE
10030885	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	2002	EQUIPMENT:ELECTRICAL:AIR CONDITIONER
10030885	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	2002	VISIBILITY:DEFROSTER/DEFOGGER SYSTEM:REAR WINDOW
10030885	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	2002	EQUIPMENT:ELECTRICAL:RADIO/TAPE DECK/CD ETC.
10139528	TOYOTA MOTOR NORTH AMERICA, INC.	LEXUS	IS 300	2002	SERVICE BRAKES, HYDRAULIC:ANTILOCK
10040703	GENERAL MOTORS CORP.	GMC	YUKON	1998	STRUCTURE
10041374	TOYOTA MOTOR NORTH AMERICA, INC.	TOYOTA	COROLLA	2004	STRUCTURE:BODY

SAME PROBLEM AS THE 1998 HONDA CIVIC RECALL 99E015000 (FLOOR MAT PREVENTS ACCELERATOR PEDAL FROM RETURNING) *JB
DRAIN LINES UNDER THE HOOD CLOG RESULTING IN FLOODING OF DRIVER SIDE AND REAR DRIVER SIDE FLOOR. SOAKING THE CARPET AND FLOOR MATS. HAS BEEN "FIXED" 3 TIMES BY THE DEALERSHIP. LAST TIME, THEY KEPT THE CAR FOR 3 DAYS, TOOK OFF THE DASH BOARD TO GET AT L
VIBRATION IN STEERING WHEEL 14 SERVICE REPAIR ATTEMPTS FROM NEW MOLDY MUSTY MOLDY SMELL COMING FROM AIR CONDITIONER A/C VENTS MAKES ME COUGH .1 SERVICE REPAIR ATTEMPT HAZY, FILM ON REAR WINDOW IMPAIRS VISIBILITY. 2 SERVICE REPAIR ATTEMPTS (FROM NEW).
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MY 2002, LEXUS IS300 HAD A CASE OF SUDDEN UNINTENDED ACCELERATION THAT LED TO A CRASH CAUSING OVER $10,000 WORTH OF DAMAGES TO BOTH MY CAR AND THE OTHER PERSONS CAR. I HAVE SEEN OTHER REPORTS OF OTHER PEOPLE WONDERING IF THE ELECTRONIC THROTTLE IS SUSPEC
A BAD ODOR WAS COMING INTO THE VEHICLE THROUGH THE VENTS WHICH CAUSED THE OCCUPANTS TO FEEL ILL. THE DRIVER AND PASSENGER SIDE FLOOR MATS WERE WET AND COVERED BY CORROSION.   THE VEHICLE WAS TOWED TO THE DEALERSHIP FOR ANALYSIS AND THE MECHANIC FOUND G
APPROXIMATELY 45 DAYS AGO (AUG. 27, 2003) I PURCHASED A 2004 TOYOTA CAMRAY SOLARA. THE AUTO IS EQUIPPED WITH A LOW TIRE PRESSURE WARNING SYSTEM. ON DAY ONE, THE SYSTEM ALERTED ME OF LOW TIRE PRESSURE. I TOOK THE VEHICLE BACK TO THE DEALERSHIP AT IT WAS FI

10046928	FORD MOTOR COMPANY	FORD	FOCUS	2002	OTHER
10049971	FORD MOTOR COMPANY	FORD	CROWN VICTORIA	1989	EQUIPMENT
10047443	BAYERISCHE MOTOREN WERKE	BMW	325I	2002	STRUCTURE
10045391	GENERAL MOTORS CORP.	PONTIAC	GRAND PRIX	2003	EQUIPMENT
10053783	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	1996	EQUIPMENT
10056549	VOLKSWAGEN OF AMERICA, INC	VOLKSWAGEN	NEW BEETLE	2000	ENGINE AND ENGINE COOLING
10065948	TOYOTA MOTOR NORTH AMERICA, INC.	LEXUS	GS400	2000	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
10066263	BAYERISCHE MOTOREN WERKE	BMW	318I	1995	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL

2002 FORD FOCUS SE WAGON NOTICED RAIN WATER LEAKING INTO PASSENGER COMPARTMENT VIA HEATING/COOLING COWLING ON PASSENGER SIDE WETTING FLOOR MAT SIGNIFICANTLY TILL THE POINT IT WAS COMPLETELY SOGGY. CHECKED GRILL BETWEEN HOOD AND WINDSHIELD AND NOTED NO LEA
THE FLOOR MAT ON THE DRIVER'S SIDE MOVES UNDER THE ACCELERATOR AND BRAKE PEDAL. THIS INTERFERES WITH PERFORMANCE OF DEPRESSING AND ACCELERATING. THE FLOOR MAT MOVES WITH NO WARNING. *AK CONSUMER HAVING PROBLEMS WITH THE FLOOR MAT MOVING UNDERNEATH THE
WATER LEAKS INTO THE REAR DRIVER'S SIDE PASSENGER COMPARTMENT, FLOODING THE CARPET UNDERNEATH THE FLOOR MAT. HAPPENS NEARLY EVERY TIME IT RAINS HEAVILY OR WHEN I WASH THE CAR. HAVE ALREADY TAKEN CAR BACK TO DEALER FOR REPAIR. THEY REPLACED THE LEFT REAR
DRIVER'S FLOOR MAT IS NOT SECURE. IT KEEPS SLIDING FORWARD & INTERFERES WITH BRAKE PEDAL.*AK
CONSUMER STATED FLOOR MATS WOULD BECAME STUCK UNDER GAS PEDAL. *AK THIS OCCURRED WHEN THE MAT WAS NOT SECURED. THIS ALSO CAUSED THE VEHICLE TO ACCELERATE WITHOUT APPLYING THE GAS PEDAL. *SC
NUMEROUS NUISANCE PROBLEMS SINCE PURCHASE OF THIS VEHICLE AS FOLLOWS: PASSENGER WINDOW WILL NOT CLOSE WITH ELECTRIC SWITCH AT 42,000 MILES, TRUNK LATCH DEFECTIVE AT 35,000 MILES SO THAT TRUNK RELOCKS PREMATURELY, ELECTRIC MIRROR SWITCH BROKEN AT 35.000 MI
I WAS TRAVELING WITH MY FATHER, [redacted] ON I-95 SOUTH BOUND NEAR I-15 INTER-CHANGE IN MY 2000 LEXUS GS400(30900 MILES). THE ACCELERATOR GOT STUCKED(NOT BY CARPET OR FLOOR MAT) MECHNICALLY, AND MY CAR DOWNSHIFTED ITSELF AND WENT INTO FULL POWER ACCELERA
WHILE PULLING UP TO THE CURB TO LET A PASSENGER OUT DRIVER'S FRONT FLOOR MAT PUSHED UP AGAINST THE GAS PEDAL AND CAUSED CAR TO ACCELERATE. THE DRIVER STEPPED ON THE BRAKE TO STOP THE CAR, BUT WITH THE FLOOR MAT PRESSED AGAINST THE GAS PEDAL, THE CAR CONT

10220503	TOYOTA MOTOR CORPORATION	TOYOTA	CAMRY	2007	VEHICLE SPEED CONTROL
10066497	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	1998	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
10062391	BAYERISCHE MOTOREN WERKE	BMW	530I	2002	VEHICLE SPEED CONTROL
10020160	DAIMLERCHRYSLER CORPORATION	DODGE	STRATUS	1998	OTHER
10220503	TOYOTA MOTOR CORPORATION	TOYOTA	CAMRY	2007	OTHER
10065163	VOLKSWAGEN OF AMERICA, INC	AUDI	A6	1998	VEHICLE SPEED CONTROL
10070606	GENERAL MOTORS CORP.	CHEVROLET	VENTURE	1999	OTHER
10070627	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	2002	STEERING

THE CAR ACCELERATED QUICKLY ON ITS OWN, WITH ENGINE RACING, AND COULD NOT BE STOPPED EASILY, RESULTING IN A COLLISION WITH A TREE. THE ENGINE CONTINUED TO RACE ON IT'S OWN, WITH NO ONE PRESSING THE THROTTLE, UNTIL THE IGNITION WAS SWITCHED OFF. THIS WAS
MY ACCELERATOR PEDAL GETS STUCK AND CANNOT BE PRESSED UNLESS A LOT OF FORCE IS USED. WHEN THE PEDAL COMES UNSTUCK THE CAR THEN JUMPS FORWARD. THIS MAKES IT VERY DIFFICULT AND DANGEROUS TO DRIVE, ESPECIALLY IN SLOW TRAFFIC AND WHEN IT RAINS. I HAVE TAKE
I OWN A 2002 BMW 530I. RECENTLY, THE CAR ACCELERATED TO FULL THROTTLE BY ITSELF. I REPORTED INCIDENT TO BMW. TO SUMMARIZE, THEY SAID THERE IS NOTHING WRONG WITH THE CAR AND IT WAS PROBABLY THE FLOOR MAT THAT CAUSED THE ACCELERATION (THAT'S RIGHT, THE FL
THE FLOOR MAT ON THE DRIVER SIDE, SLID FORWARD AND BECAME TANGLED IN THE STEERING UNIVERSAL JOINT. THIS CAUSED THE STEERING WHEEL TO BE HARD TO TURN. *JB
THE CAR ACCELERATED QUICKLY ON ITS OWN, WITH ENGINE RACING, AND COULD NOT BE STOPPED EASILY, RESULTING IN A COLLISION WITH A TREE. THE ENGINE CONTINUED TO RACE ON IT'S OWN, WITH NO ONE PRESSING THE THROTTLE, UNTIL THE IGNITION WAS SWITCHED OFF. THIS WAS
WHILE DRIVING AT ANY SPEED VEHICLE ACCELERATED ON ITS OWN. VEHICLE WAS TAKEN TO THE DEALER FOR INSPECTION, BUT DEALER WAS UNABLE TO RESOLVE THE PROBLEM. *AK THE DEALER SUGGESTED THE FOLLOWING ISSUES: THE FLOOR MAT WAS ON THE GAS PEDAL, WIRES WERE D
WATER ACCUMULATES IN THE RIGHT FRONT PASSENGER FLOOR MAT, THEN SATURATES THE ADDED FLOOR MAT (BY OSMOSSIS ???). FITSR OCCURRED AUGUST 1998, THEN AGAIN SEVERAL YEARS LATER, AND HAS OCCURRED REPEATEDLY (FOUR TIMES) IN 2003 DURING A TRIP OF ABOUT 1800 MILES
THE CAR WAS PURCHASED NEW ON APRIL 20, 2002. SINCE THE VERY FIRST DAY SEVERAL PROBLEMS WERE DISCOVERED WHICH HONDA HAS BEEN UNABLE TO RESOLVE. ONE ONGOING PROBLEM IS A VIBRATION AT 55 MPH IN THE STEERING WHEEL, WHICH HONDA HAS ATTRIBUTED TO A WHEEL BALAN

10070627	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	2002	SUSPENSION
10070627	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	2002	WHEELS
10070627	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	2002	OTHER
10070627	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	2002	ENGINE AND ENGINE COOLING
10070627	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	2002	TIRES
10073946	FORD MOTOR COMPANY	FORD	TAURUS	2002	STRUCTURE:BODY
10073124	MAZDA NORTH AMERICAN OPERATIONS	MAZDA	626	1994	EQUIPMENT:ELECTRICAL:AIR CONDITIONER
10023408	NISSAN NORTH AMERICA, INC.	NISSAN	SENTRA SE-R	2002	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL

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WHEN VEHICLE IS DRIVEN OVER A PUDDLE OF WATER OR GOES THROUGH A CAR WASH THE FLOOR MATS BECOME SOAKED, MOSTLY IN THE FRONT. THE MECHANIC DOESN'T KNOW WHERE THE WATER IS COMING. CONSUMER IS AFRAID OF BEING ELECTROCUTED.*AK ON SUNNY DAYS THE WET CARPET
AIR CONDITIONER LEAKS INSIDE THE PASSENGER SIDE FLOOR WELL, WHEREIN IT ACTUALLY FILLS THE FLOOR AND SPILLS BACK INTO THE BACK SEAT FLOOR WELL. SEVERAL INCHES OF WATER. MOLD AND MILDEW PROBLEM ON FLOORING, FLOOR MATS, ETC. EVERY YEAR TAKE TO DEALER OR OT
THE FLOORMAT OF MY 2002 NISSAN SENTRA SER SPEC V GOT CAUGHT UNDER MY GAS PEDAL CAUSING IT TO BECOME STUCK TO THE FLOOR. I WAS ABLE TO TURN OFF THE KEY AND PULL OFF TO THE SIDE OF THE HIGHWAY. I NOTICED THAT THE FLOOR MAT KEEPS TWISTING WHERE THIS WILL BE

10067974	DAIMLERCHRYSLER CORPORATION	CHRYSLER	300M	2000	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
10071788	HYUNDAI MOTOR COMPANY	HYUNDAI	ELANTRA	2003	OTHER
10082422	TOYOTA MOTOR NORTH AMERICA, INC.	TOYOTA	CAMRY	2003	SERVICE BRAKES, HYDRAULIC
10024449	FORD MOTOR COMPANY	FORD	CONTOUR	1999	EQUIPMENT:ELECTRICAL:RADIO/TAPE DECK/CD ETC.
10024449	FORD MOTOR COMPANY	FORD	CONTOUR	1999	TIRES
10024449	FORD MOTOR COMPANY	FORD	CONTOUR	1999	FUEL SYSTEM, GASOLINE:DELIVERY:FUEL PUMP
10024449	FORD MOTOR COMPANY	FORD	CONTOUR	1999	STRUCTURE
10091302	FORD MOTOR COMPANY	LINCOLN	NAVIGATOR	2002	AIR BAGS

MERGING ONTO HIGHWAY PRESSED ACCELERATOR TO FLOOR. CAR WENT INTO PASSING MODE, CAR ACCELERATED, I REMOVED FOOT FROM PEDAL, THROTTLE WOULD NOT RETURN TO IDLE. CAR KEPT ACCELERATING TO 90 MPH. HAD TO USE BRAKE TO STOP CAR AND SHUT IT OFF. I MANUALLY RET
THE ENTIRE STEERING ASSEMBLY LOCKED UP. THE VEHICLE WAS TOWED TO THE DEALER. THE CONSUMER WAS TOLD TO FILE A CLAIM WITH THE INSURANCE COMPANY. *AK THIS WAS A RESULT OF THE FLOOR MAT BEING UNDER THE BRAKE/CLUTCH. ON ANOTHER OCCASION, THE VEHICLE WOUL
THE BRAKE PEDAL WILL PLUNGE TO FLOOR MAT. THE PEDAL HEIGHT WAS VERY LOW, PUMPING PEDAL INCREASES THE HEIGHT. THE CAR WILL STOP, CONTINUED PRESSURE CAUSES PEDAL TO DROP TO FLOOR. *JB WHEN THE ENGINE WAS OFF, THE PEDAL WOULD TOUCH THE FLOOR. WHEN THE
NAR 06/19/2003. *MR THE CONSUMER HAD HIS VEHICLE TOWED TO VISTA FORD APPROX 3 TIMES IN ONE MONTH FOR A BROKEN FUEL PUMP THAT NEEDED TO BE REPLACED.THE VEHICLE HAD A B ROKEN RADIO ANTENNA AND A VIBRATION WHICH WAS COMING FROM THE TIRES. IN ADDITION TO
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I WON A 2002 LINCOLN NAVIGATOR ON AN EBAY AUCTION AND PAID $19,000 FOR THE VEHICLE VIA DIRECT WIRE TRANSFER THROUGH MY BANK. THE LINCOLN NAVIGATOR ADVERTISEMENT REPRESENTED THE VEHICLE AS "LIKE NEW IN EVERY WAY", "OUR MECHANICS HAVE INSPECTED THIS TRUCK

10079947	GENERAL MOTORS CORP.	BUICK	RENDEZVOUS	2002	ELECTRICAL SYSTEM
10079947	GENERAL MOTORS CORP.	BUICK	RENDEZVOUS	2002	EQUIPMENT:ELECTRICAL:AIR CONDITIONER
10079947	GENERAL MOTORS CORP.	BUICK	RENDEZVOUS	2002	STEERING:COLUMN
10079947	GENERAL MOTORS CORP.	BUICK	RENDEZVOUS	2002	SUSPENSION
10079947	GENERAL MOTORS CORP.	BUICK	RENDEZVOUS	2002	SERVICE BRAKES, HYDRAULIC:ANTILOCK
10079948	GENERAL MOTORS CORP.	BUICK	RENDEZVOUS	2002	TIRES
10079948	GENERAL MOTORS CORP.	BUICK	RENDEZVOUS	2002	EQUIPMENT:ELECTRICAL:AIR CONDITIONER

THE CONSUMER STATED THE HORN WOULD BLOW AND THE RADIO WOULD COME ON FOR NO REASON. THE CONSUMER TOOK THE VEHICLE TO THE DEALERSHIP FOR INSPECTION; HOWEVER THE MECHANIC COULD NOT DUPLICATE THE PROBLEM. *AK THE CONSUMER HAD TAKEN THE VEHICLE TO ANOTHER
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WHEN DRIVING 55 MPH REAR RIGHT TIRE BLEWOUT. THIS CAUSED THE CONSUMER TO PULL OF THE ROAD AND CHANGE THE TIRE. CONSUMER STATED THAT THE TIRE LOOKED LIKE IT JUST MELTED ,AND THERE WERE NO OBJECTS AND THE ROAD. THIS WAS A FIRESTONE TIRE. *AK THE CONSUMER
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10079948	GENERAL MOTORS CORP.	BUICK	RENDEZVOUS	2002	SUSPENSION: FRONT
10079948	GENERAL MOTORS CORP.	BUICK	RENDEZVOUS	2002	ENGINE AND ENGINE COOLING:ENGINE
10079948	GENERAL MOTORS CORP.	BUICK	RENDEZVOUS	2002	ELECTRICAL SYSTEM
10079948	FIRESTONE STEEL PROD. CO.	FIRESTONE	FIRESTONE	2002	TIRES
10095346	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	PASSPORT	1998	EQUIPMENT
10081553	TOYOTA MOTOR NORTH AMERICA, INC.	TOYOTA	COROLLA	1995	AIR BAGS
10089091	HYUNDAI MOTOR COMPANY	HYUNDAI	ACCENT	2003	EQUIPMENT
10073757	FORD MOTOR COMPANY	LINCOLN	LS	2000	STRUCTURE: FRAME AND MEMBERS:UNDERBODY SHIELDS

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DRIVER'S SIDE FLOOR MAT INTERFERED WITH THE ACCELERATOR PEDAL. RECALL 97V206000 WAS ISSUED, HOWEVER, THIS VEHICLE WAS NOT INCLUDED IN THE RECALL DUE TO VIN. *AK *TC

CONSUMER ATTEMPTED TO BRAKE AT SLOW SPEED WHILE APPROACHING A STOP SIGN AND FOOT GOT STUCK ON THE FLOOR MAT, AND SHE WAS UNABLE TO BRAKE. AS THE VEHICLE WENT THROUGH THE INTERSECTION IT WAS STRUCK ON DRIVER'S SIDE. UPON IMPACT, BOTH AIR BAGS DEPLOYED.

FLOOR MAT ON DRIVER'S SIDE WAS INTERFERING WITH THE ACCELERATOR PEDAL. WHEN DRIVING THE FLOOR MAT GOT CAUGHT IN BETWEEN THE PEDAL, AND DRIVER WAS UNABLE TO APPLIED THE ACCELERATOR PEDAL. ALSO, FLOOR MAT CAUSED THE ACCELERATOR PEDAL TO STICK INTERMITTENT

LINCOLN LS RUBBER FLOOR MATS. *MR THE LIP WHERE THE MAT BENDS UP TO BE PLACED AGAINST THE FLOORBOARD BEHIND THE PETALS. WHEN SHIFTING THE VEHICLE, THE CONSUMER FOUND THAT THE HEEL OF THEIR SHOE WOULD GET CAUGHT, MOST OF THE TIME ON THE MAT. *SC

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10086941	GENERAL MOTORS CORP.	CADILLAC	ELDORADO	1982	OTHER
10086941	ACCESSORY DIST., INC.	ACCESSORY	HELMET	9999	EQUIPMENT
10096801	GENERAL MOTORS CORP.	SATURN	SL1	1999	OTHER
10095773	VOLKSWAGEN OF AMERICA, INC	VOLKSWAGEN	JETTA	2003	ELECTRICAL SYSTEM:WIRING:FRONT UNDERHOOD
10082190	DAIMLERCHRYSLER CORPORATION	CHRYSLER	SEBRING CONVERTIBLE	1997	STEERING
10088651	FORD MOTOR COMPANY	FORD	TAURUS	2001	ELECTRICAL SYSTEM
10153435	TOYOTA MOTOR CORPORATION	TOYOTA	COROLLA	2003	VEHICLE SPEED CONTROL
10102789	VOLKSWAGEN OF AMERICA, INC	VOLKSWAGEN	JETTA	1999	SUSPENSION

I BOUGHT CLEAR FLOOR MATS FOR MY CAR, BRAND = KRAGAN 8826 FLOOR MAT CLEAR - MODEL NO = PA 6212492. THE FLOOR MAT IS VERY SLIPERY ON THE CAR CARPET. IT DOES NOT GRIP TO THE FLOOR. YOU CAN EASILY SLIP AND FALL WHILE GETING IN THE CAR SINCE FLOOR MAT SKIDS
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THE CONSUMER STATED THE FLOOR MAT SLID UNDER THE PEDALS. AS A RESULT, WHEN THE BRAKE WAS APPLIED THE VEHICLE CONTINUED TO MOVE. PLEASE PROVIDE ADDITIONAL INFORMATION. *JB THE CONSUMER HAD TO USE THE PARKING BRAKE TO STOP THE VEHICLE. THE CONSUMER HAD
WHILE I WAS DRIVING ON THE FREEWAY, SUDDENLY A FIRE STARTED FOR NO REASON FROM UNDER THE PASSENGER GLOVE COMPARTMENT, BURNING PLASTIC WAS DRIPPING TO THE FLOOR MATS. I PULLED OVER TO THE SHOULDER, AND AFTER SEVERAL MINUTES MY CAR WAS TOTALLY ON FIRE. I
WHILE DRIVING AT ANY SPEED THE VEHICLE'S FLOOR MAT GOT TANGLED INTO THE STEERING MECHANISM BECAUSE THERE IS NO COVER FOR THAT PART. AS A RESULT, THE STEERING MECHANISM FAILED. PLEASE PROVIDE ADDITIONAL INFORMATION. *LA
I PUSHED THE CIGARETTE LIGHTER IN TO GET HOT AND IT SHOT OUT. IT FELL ON THE FLOOR MAT AND I BURNED MY HAND PICKING IT UP BEFORE IF CAUGHT THE CAR ON FIRE. I NO LONGER USE MY LIGHTER FOR FEAR IT WILL START A FIRE. *AK
DT*: THE CONTACT STATED WHILE SLOWING DOWN BEHIND ANOTHER VEHICLE. IT WOULD NOT SLOW DOWN SO THE VEHICLE WAS PUT IN TO NEUTRAL, THE ENGINE REVVED UP. THE GEARS WERE THEN PUT INTO DRIVE AND FINALLY THE ENGINE SLOWED DOWN. THE VEHICLE WAS TAKEN TO THE
MID-1999 VOLKSWAGEN INTRODUCED THE JETTA IV SERIES. THE COILS SUSPENSION SPRINGS ON THE 4-CYLINDER TDI DIESEL ARE TOO TALL AND TOO SOFT, LEADING TO EXTREME OVER STEER AND BODY ROLL IN CURVES AND EXTREME INTOLERANCE FOR WIND TURBULENCE AT HIGHWAY SPEEDS C

10103066	VOLKSWAGEN OF AMERICA, INC	VOLKSWAGEN	PASSAT	1999	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
10109508	DAIMLERCHRYSLER CORPORATION	CHRYSLER	SEBRING CONVERTIBLE	1998	STEERING:COLUMN
10100220	FORD MOTOR COMPANY	FORD	WINDSTAR	2003	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
10110852	DAIMLERCHRYSLER CORPORATION	CHRYSLER	SEBRING	1998	STEERING:COLUMN
10107101	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	1995	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
10107101	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	1995	OTHER
10112418	BAYERISCHE MOTOREN WERKE	BMW	325IS	1993	ENGINE AND ENGINE COOLING:COOLING SYSTEM
10112418	BAYERISCHE MOTOREN WERKE	BMW	325IS	1993	EXTERIOR LIGHTING

1999 VW PASSAT ON12/15/04 AND 12/16/04 SUDDENLY INCREASED SPEED ON ITS OWN WITHOUT DRIVER PRESSING THE GAS PEDAL. ON 12/15 WHILE DRIVING WB ON I-80 IN PENNA AROUND THE 278/279 MILE MARKER WITH THE VEHICLE IN CRUISE CONTROL THE CAR ITSELF INCREASED TO NEA
OWNER SAYS THAT THE FLOOR MATS BIND UP, CAUSING THE MATS TO TANGLE UP WITH THE INTERMEDIATE STEERING SHAFT COUPLER, WHICH COULD CAUSE THE VEHICLE TO LOSE STEERING CONTROL. CURRENTLY THE MANUFACTURER RECALLED THE 1998-99 SEBRING JXI CONVERTIBLE LIMITED EDI
ON 5-10-04 I WAS DRIVING HOME IN HEAVY TRAFFIC TRAVELING AT ABOUT 55 MPH,THEN SUDDENLY THE CAR SURGED ON IT'S OWN TO 80 MPH. I ATTEMPTED TO STOP THE CAR, AND THE BRAKES LOCKED AND WOULD NOT MOVE AT ALL. I SHIFTED THE CAR DOWN TO LOW GEAR AND SLOWED THE CA
RECALL CAMPAIGN 984: THE VEHICLE'S FLOOR MATS BECAME SNAGGED IN STEERING COLUMN INTERMEDIATE SHAFT COUPLER PINCH BOLT RETAINING PIN AND LIMITED STEERING ABILITY. *BF THE MANUFACTURER REFUSED REPAIR THE VEHICLE UNDER THE RECALL DUE TO VIN. *NM
WHILE ACCELERATING AT LOW SPEED ACCELERATOR PEDAL STUCK TO THE FLOOR MAT TEMPORARILY. THIS CAUSED A MINOR COLLISION, OBJECT HIT GARAGE REAR WALL. DEALERSHIP WAS NOTIFIED, BUT DID NOT RESOLVE THE PROBLEM. *AK THE CONSUMER STATED THAT THE SIDE FLOOR MAT IS
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I HAVE A 1993 325IS BMW. AND THERE ARE A NUMBER OF PROBLEMS. ON RAINY DAYS I CAN HEAR WATER IN THE FLOOR BOARDS. THE DOOR PANELS ARE BOTH COMING UNGLUDED AND BUBBLING. MY DRIVER SIDE FLOOR MAT HITS THE GAS PETAL. THE CHECK COOLANT LIGHT ON MY COMPUTER IS
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10112418	BAYERISCHE MOTOREN WERKE	BMW	325IS	1993	LATCHES/LOCKS/LINKAGES
10112418	BAYERISCHE MOTOREN WERKE	BMW	325IS	1993	VISIBILITY:WINDSHIELD WIPER/WASHER:LINKAGES
10112418	BAYERISCHE MOTOREN WERKE	BMW	325IS	1993	EXTERIOR LIGHTING:FOG LIGHTS:SWITCH
10116867	GENERAL MOTORS CORP.	BUICK	LESABRE	2005	SERVICE BRAKES, HYDRAULIC:ANTILOCK
10118119	FORD MOTOR COMPANY	FORD	ESCORT	1997	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
10119153	GENERAL MOTORS CORP.	CHEVROLET	TAHOE	2004	STRUCTURE
10120454	GENERAL MOTORS CORP.	CADILLAC	CTS	2004	EQUIPMENT ADAPTIVE
10120751	GENERAL MOTORS CORP.	PONTIAC	AZTEK	2001	AIR BAGS:FRONTAL

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3/17/2005 TRAVELED TO MYRTLE BEACH, SC MOSTLY ON I-95. ON THE WAY I EXPERIENCED PERIODS OF RAIN. THE FIRST TIME I NOTICED A PROBLEM WAS DURING RAIN WHEN ANOTHER VEHICLE CAUSED ME APPLY MY BRAKES IN AN EMERGENCY SITUATION. WHEN I APPLIED FOOT PRESSURE IN T
UNINTENDED ACCELLERATION. WITHIN THE LAST 12 MONTHS, ON APPROXIMATELY 6 OCCASIONS, THE VEHICLE WOULD SUDDENLY ACCELERATE WHEN BRAKING TO A STOP. THE VEHICLE WOULD BE PLACED IMMEDIATELY INTO NEUTRAL AND THE IDLE SPEED WOULD RETURN TO NORMAL. THIS WAS NOT C
CONSUMER RECEIVES A SHOCK OF STATIC ELECTRICITY WHEN EXITING 2004 CHEVROLET TAHOE.*MR NEITHER THE DEALER NOR MANUFACTURER WERE ABLE TO PROVIDE THE CONSUMER WITH A SATISFACTORY SOLUTION. THE DEALER SUGGESTED THE CONSUMER PURCHASE RUBBER FLOOR MATS AND ST
FLOOR MATS THAT COME WITH THE CADILLAC CTS DO NOT STAY IN PLACE, THEY GET PUSHED FORWARD UNDER THE BREAK AND GAS PEDDLE PREVENTING ACCELERATION AND STOPPING.
DT: INSTRUMENT PANEL AIR BAG LIGHT WILL NOT GO OFF. DEALER SAYS THE AIR BAG ON PASSENGER SIDE IS DEFECTIVE. DEALER SAYS MOISTURE GETS UNDER FLOOR MATS AND GETS INTO WIRES OF AIR BAGS. MANUFACTURER SAID THEY WOULD PAY HALF TO GET IT FIXED. HAS NOT HAD PROB

TOY-RQ-00033350

10126617	MITSUBISHI MOTORS NORTH AMERICA, INC.	MITSUBISHI	DIAMANTE	2001	ENGINE AND ENGINE COOLING:COOLING SYSTEM
10122448	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	2002	VEHICLE SPEED CONTROL
10128867	GENERAL MOTORS CORP.	PONTIAC	BONNEVILLE	2000	STRUCTURE
10127902	FORD MOTOR COMPANY	FORD	MUSTANG	2004	EQUIPMENT
10128747	FORD MOTOR COMPANY	FORD	EXPLORER	2002	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
10124522	TOYOTA MOTOR NORTH AMERICA, INC.	TOYOTA	PRIUS	2005	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
10124522	TOYOTA MOTOR NORTH AMERICA, INC.	TOYOTA	PRIUS	2005	LATCHES/LOCKS/LINKAGES

NOTICED A SMELL OF ANTIFREEZE COMMING OUT OF THE CLIMATE CONTROL VENTS. UPON FURTHER INVESTIGATION, I NOTICED ANTIFREEZE/ENGINE COOLANT LEAKING FROM THE HEATER CORE DOWN ONTO FLOOR MATTS, CLIMATE CONTROL INTAKE, ELECTRICAL WIRING INSIDE DASHBOARD, AND MO
2002 HONDA CIVIC, AUTOMATIC TRANSMISSION. THREE TIMES SINCE PURCHASE NEW IN 2002, THE ENGINE HAS SUDDENELY ACCELERATED AND CONTINUES TO REV UP TO 3000RPM WHILE BRAKING, DEFINITELY NOT WITH FOOT ON ACCELERATOR, TWICE IN REVERSE AND ONCE IN DRIVE. VEHICLE
DT WATER LEAKING FROM THE FRONT NOT SURE WHERE IT IS COMING FROM, FLOOR MATS ON PASSENGER IS WET RUNNING BACK TO THE BATTERY CHAMBER. HAVE NOT CONTACTED DEALER. JUST NOTICED THIS JULY 4TH, 2005. IT DOES THIS WHEN THERE ARE HEAVY RAINS. *AK
I HAVE A 2004 MUSTANG COBRA WITH 18000 MILES ON THE ODOMETER. THE ISSUE I HAVE IS THE THE GAS PEDAL GETTING STUCK UNDER THE CARPET OF THE CAR (NOT THE REMOVABLE FLOOR MAT, BUT THE CAR ACTUAL CARPET). WHEN THIS HAPPENS THE GAS PEDAL IS STUCK TO THE FLOOR
AT HIGHWAY SPEED OF APPROXIMATELY 65 MPH, I APPLIED THE ACCELORATOR AND IT STUCK IN THE INCREASED ACCELERATION POSITION. AFTER A FEW FRANTIC SECONDS (10 - 15 APPROX), I MANAGED TO RELEASE IT BY KICKING IT. AT THE TIME, I FELT THAT IT WAS POSSIBLE THAT THE
2005 TOYOTA PRIUS -- FLOORMAT BECOMES LODGED BETWEEN PEDALS. -- WHILE DRIVING AT HIGH SPEEDS (60-70 MPH) ON THE FREEWAY, I NOTICED A LOSS OF SENSITIVITY ON BOTH THE BRAKE AND GAS PEDALS. I HAD TO PRESS VERY HARD TO GET A REACTION FROM EITHER PEDAL. A
2005 TOYOTA PRIUS -- FLOORMAT BECOMES LODGED BETWEEN PEDALS. -- WHILE DRIVING AT HIGH SPEEDS (60-70 MPH) ON THE FREEWAY, I NOTICED A LOSS OF SENSITIVITY ON BOTH THE BRAKE AND GAS PEDALS. I HAD TO PRESS VERY HARD TO GET A REACTION FROM EITHER PEDAL. A

10124522	TOYOTA MOTOR NORTH AMERICA, INC.	TOYOTA	PRIUS	2005	SERVICE BRAKES, HYDRAULIC:POWER ASSIST
10128592	FORD MOTOR COMPANY	FORD	MUSTANG	2004	OTHER
10124246	FORD MOTOR COMPANY	FORD	MUSTANG	2004	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
10128662	VOLKSWAGEN OF AMERICA, INC	AUDI	A4 CABRIOLET	2003	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
10128840	FORD MOTOR COMPANY	FORD	MUSTANG	2003	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
10129218	FORD MOTOR COMPANY	FORD	MUSTANG	2004	FUEL SYSTEM, GASOLINE:CARBURETOR SYSTEM
10131955	TOYOTA MOTOR NORTH AMERICA, INC.	TOYOTA	CAMRY	2004	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL

2005 TOYOTA PRIUS -- FLOORMAT BECOMES LODGED BETWEEN PEDALS. -- WHILE DRIVING AT HIGH SPEEDS (60-70 MPH) ON THE FREEWAY, I NOTICED A LOSS OF SENSITIVITY ON BOTH THE BRAKE AND GAS PEDALS. I HAD TO PRESS VERY HARD TO GET A REACTION FROM EITHER PEDAL. A
GAS PEDAL HAS GOTTEN STUCK UNDER CARPET A FEW TIMES, AT FIRST I THOUGHT IT WAS THE FLOOR MAT DOING IT BUT AFTER LOOKING MORE CLOSELY IT APPEARS TO BE THE CARPET OR THE WAY IT WAS INSTALLED THATS CAUSING IT.
A STUCK WIDE OPEN THROTTLE OCCURRED WHILE DRIVING MY 2004 FORD SVT COBRA MUSTANG... FORTUNATELY I AM AN EXPERIENCED DRIVER WITH SOME AUTO RACING IN MY BACKGROUND... I WAS ABLE TO QUICKLY PUSH IN THE CLUTCH(ENGINE WAS BOUNCING OFF THE REV LIMITER AT THIS P
ON JULY 2, 2005, AT APPROXIMATELY 11:00 A.M., I WAS DRIVING WITH MY TWO CHILDREN (AGES 7 AND 9) NORTH ON INTERSTATE 5 NEAR LAJOLLA, CA. I WAS TRAVELING AT APPROXIMATELY 70-75 MILES PER HOUR. SUDDENLY, MY CAR BEGAN TO ACCELERATE. THINKING THAT THE CRUIS
DRIVERS SIDE FLOOR MATT IS CAUSING THE GAS PEDAL TO STICK AT FULL THROTTLE
GAS PEDAL STUCK WITH THROTTLE OPEN. CARPET (NOT THE FLOOR MAT, BUT THE CARPET) HAD COME UNHOOKED FROM ITS HOLD DOWN SYSTEM AND WAS JAMMED UNDER THE THROTTLE KEEPING IT OPEN.
DT: CONSUMER OWNS 2004 TOYOTA CAMRY WITH V6 ENGINE. CONSUMER WAS PULLING INTO A PARKING SPOT WHEN THE VEHICLE SUDDENLY ACCELERATED AND SHOT THROUGH THE PARKING SPOT, STRIKING A METAL POST, AND DAMAGING THE PASSENGER'S FRONT OF VEHICLE, THE BUMPER , FR

10130595	UNKNOWN MANUFACTURER	UNKNOWN	UNKNOWN	9999	VISIBILITY:WINDSHIELD
10130595	UNKNOWN MANUFACTURER	UNKNOWN	UNKNOWN	9999	EQUIPMENT
10133529	FORD MOTOR COMPANY	FORD	FOCUS	2002	OTHER
10133379	FORD MOTOR COMPANY	FORD	MUSTANG	2004	EQUIPMENT
10135068	DAIMLERCHRYSLER CORPORATION	JEEP	WRANGLER	2001	LATCHES/LOCKS/LINKAGES:DOORS:LATCH
10135068	DAIMLERCHRYSLER CORPORATION	JEEP	WRANGLER	2001	SEAT BELTS:FRONT
10135068	DAIMLERCHRYSLER CORPORATION	JEEP	WRANGLER	2001	SERVICE BRAKES, HYDRAULIC
10135068	DAIMLERCHRYSLER CORPORATION	JEEP	WRANGLER	2001	STRUCTURE:BODY:DOOR:HINGE AND ATTACHMENTS

I BOUGHT MY IN AUGUST OF 03. IN FEBRUARY OF 05 MY BACK WINDSHIELD BLOW OUT FOR NO REASON. I LET IT GO AND PAID MY DEDUCTIBLE. I THOUGHT IT HAD SOMETHING TO DO WITH THE WEATHER CHANGE. WELL IN JUNE OF 05 IT HAPPEN AGAIN, BUT THIS TIME WE HAD SOME BAD R
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MAYBE ONE YEAR OR SO AFTER I BOUGHT MY BRAND NEW 2002 FORD FOCUS ZTS THERE WAS A REALLY BAD STORM ONE NIGHT AND THE NEXT DAY MY FLOOR BOARD ON THE PASSENGER SIDE WAS SOAKED IN WATER ALMOST LIKE A PUDDLE. THEN THE PAST COUPLE OF YEARS IT'S HAPPENED AGAIN A
THE PROBLEMS I AM HAVING WITH MY 2004 MUSTANG COBRA IS THE GAS PEDAL GETTING STUCK UNDER THE CARPET AND UNDER THE REMOVABLE FLOOR MAT AT WOT AND AN ANNOYING VIBRATION AT HIGHER HIGHWAY SPEEDS. NOTHING SCARIER THAN HAVING YOUR CAR CONTINUE TO ACCELERATE A
I BELIEVE THE JEEP WRANGLER BUILT BY DAIMLER CHRYSLER HAS SAFETY DEFECTS THAT CONSTITUTE A SERIES OF SAFETY HAZARDS. 1. AUTOMATIC TRANSMISSION SHIFTS AND ENGINE RPM ACCELERATING ON BREAKING. ON SEVERAL OCCASIONS MY JEEP ENGINE RPMS RACED AND THE VEHICLE
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10135068	DAIMLERCHRYSLER CORPORATION	JEEP	WRANGLER	2001	POWER TRAIN
10142657	FORD MOTOR COMPANY	FORD	EXPEDITION	2001	EXTERIOR LIGHTING:HEADLIGHTS:SWITCH
10142657	FORD MOTOR COMPANY	FORD	EXPEDITION	2001	VISIBILITY:POWER WINDOW DEVICES AND CONTROLS
10142657	FORD MOTOR COMPANY	FORD	EXPEDITION	2001	ELECTRICAL SYSTEM:WIRING:INTERIOR/ UNDER DASH
10142657	FORD MOTOR COMPANY	FORD	EXPEDITION	2001	VISIBILITY:WINDSHIELD WIPER/WASHER:SWITCH/WIRING
10142657	FORD MOTOR COMPANY	FORD	EXPEDITION	2001	ELECTRICAL SYSTEM:IGNITION:ANTI-THEFT CONTROLLER
10142657	FORD MOTOR COMPANY	FORD	EXPEDITION	2001	ELECTRICAL SYSTEM:FUSES AND CIRCUIT BREAKERS

I BELIEVE THE JEEP WRANGLER BUILT BY DAIMLER CHRYSLER HAS SAFETY DEFECTS THAT CONSTITUTE A SERIES OF SAFETY HAZARDS. 1. AUTOMATIC TRANSMISSION SHIFTS AND ENGINE RPM ACCELERATING ON BREAKING. ON SEVERAL OCCASIONS MY JEEP ENGINE RPMS RACED AND THE VEHICLE
THERE WAS A HEAVY RAIN THE EXPEDITION WAS PARKED OUTSIDE. THERE WAS WATER ON THE FLOOR MAT. THE HEADLIGHTS, WINDSHIELD WIPERS, RADIO WORKED WHEN THE EXPEDITION WAS OFF. YET WOULD NOT WORK WHEN THE CAR WAS ON. THE EXPEDITION ACTED ON ITS OWN. WE TOOK
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10144212	FORD MOTOR COMPANY	FORD	F-150	2005	STRUCTURE
10144296	FORD MOTOR COMPANY	LINCOLN	TOWN CAR	2002	VEHICLE SPEED CONTROL
10145570	MITSUBISHI MOTORS NORTH AMERICA, INC.	MITSUBISHI	LANCER	2004	VEHICLE SPEED CONTROL
10148496	FORD MOTOR COMPANY	FORD	EXPLORER	1996	VEHICLE SPEED CONTROL
10150060	MAZDA NORTH AMERICAN OPERATIONS	MAZDA	B4000	2003	ELECTRICAL SYSTEM:FUSES AND CIRCUIT BREAKERS
10153383	GENERAL MOTORS CORP.	CHEVROLET	TRAILBLAZER	2003	STRUCTURE:BODY:ROOF AND PILLARS
10152893	FORD MOTOR COMPANY	FORD	EXPLORER	1999	VEHICLE SPEED CONTROL:CABLES

DT: THE CONTACT STATED WATER LEAKED INTO THE INSIDE OF THE TRUCK CAB. THE VEHICLE HAS BEEN TO THE DEALER ONCE FOR INSPECTION. NO CAUSE WAS DISCOVERED. THE WIRING THAT UNDER THE FLOOR MAT ON THE PASSENGER SIDE WAS UNDER WATER AND FROZE INTO ICE. WHEN THE
2002 LINCOLN TOWN CAR. WHEN THE CONSUMER ACCELERATED MERGE AND PASS OVER INTO THE SECOND LANE, THE CAR SPED FASTER THAN SHE WAS CONTROLLING. *TS THE DEALERS ONLY LOGICAL EXPLANATION WAS THAT THE FLOOR MAT PROBABLY BECAME ENTANGLED UNDER THE ACCELERATOR.
WHILE DRIVING ON A LOCAL FREEWAY AT POSTED SPEED, I WAS APPROACHING A OFF-RAMP AND APPLIED A GENTLY PUSH ON THE BRAKE TO TRANSITION TO THE OFF-RAMP. ALL OF THE SUDDEN THE VEHICLE ACCELERATOR INCREASED ITS PRESSURE AND STARTED TO INCREASE THE SPEED OF TRAV
I WAS DRIVING MY 96 FORD EXPLORER SPORT, TRAVELING 65 MPH ON A FREEWAY, WHEN THE CAR RPMS SUDDENLY WENT UP TO 5500 WITHOUT ME DOING ANYTHING. THE CRUISE CONTROL WAS NOT ON. AS THE CAR ACCELERATED I DEPRESSED THE BRAKES AND WAS ONLY ABLE TO SLOW DOWN SLIG
12/07/05 ENGINE DIED ON 4 LANE HWY, 42 MILES FROM HOME IN RUSH HOUR TRAFFIC. TOWED TO DEALER, WHO TWO DAYS LATER STATED PROBLEM WAS FUEL PUMP RELAY, AND IT WAS FIXED. 01/25/05 TRUCK DIED IN INTERSECTION AT 4:30 P.M. HUSBAND TAPED WIRES AND WIRE-TIED CONNE
A COUPLE DAYS AFTER I BOUGHT THE USED VEHICLE I NOTICED THE DRIVER FLOOR MAT VERY SATURATED AND SOAKING WET WITH WATER AND NOW I NOTICED ALL 4 DOORS HAVE WATER LEAKING INTO THE DOOR CAUSING ALL THE DOOR SPEAKERS TO BURN OUT. *JB
RE: 1999 FORD EXPLORER IN NOVEMBER OF 2005, MY WIFE AND I WERE DRIVING TO KINGSVILLE, TEXAS ONE SATURDAY EVENING TO ATTEND A CHARITY FUNCTION. UPON OUR EXITING FROM THE HIGHWAY, WE PROCEEDED DOWN TWO CITY BLOCKS. AFTER WHICH, THE ACCELERATOR RACED UN

10155118	GENERAL MOTORS CORP.	CHEVROLET	BLAZER	1999	ELECTRICAL SYSTEM:WIRING:INTERIOR/ UNDER DASH
10155295	FORD MOTOR COMPANY	FORD	ESCAPE	2004	VEHICLE SPEED CONTROL
10154663	FORD MOTOR COMPANY	FORD	RANGER	2004	VEHICLE SPEED CONTROL
10155934	NISSAN NORTH AMERICA, INC.	NISSAN	MAXIMA	2003	EQUIPMENT:ELECTRICAL:RADIO/TAPE DECK/CD ETC.
10156563	FORD MOTOR COMPANY	FORD	CVPI	2004	ENGINE AND ENGINE COOLING:EXHAUST SYSTEM:EMISSION CONTROL:CATALYTIC CONVERTOR
10155915	BAYERISCHE MOTOREN WERKE	BMW	318TI	1997	VEHICLE SPEED CONTROL
10153017	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	ODYSSEY	2006	OTHER

1999 CHEVROLET S10 BLAZER STARTED VEHICLE, DROVE DOWN DRIVEWAY OUT ON TO STREET. SMELLED SMOKE, RETURNED HOME. FOUND BACK OF DRIVERS SEAT ON FIRE, PUT OUT WITH GARDEN HOSE. WIRING UNDER DRIVERS SEAT STARTED ON FIRE? WE DO NOT HAVE HEATED OR POWER SEATS
I WAS DRIVING TO WORK ON THE HIGHWAY AND ALL OF THE SUDDEN MY 2004 FORD ESCAPE BEGAN TO ACCELERATE EVEN WITH MY FOOT OFF THE GAS PEDAL AND THE FLOOR MAT WAS NOT STUCK AGAINST PEDAL. CAR CONTINUED TO DO SO. BROUGHT TO DEALER, THEY SAID IT WAS THE ACCELER
WHILE COMING TO A STOP (TWICE) THE FORD RANGER ENGINE ACCELERATED SUDDENLY TO A POINT IT COULD NOT BE COMPLETELY STOPPED WITH THE BRAKE SYSTEM. HAD ANY TRAFFIC BEEN COMING I WOULD BE A DEAD MAN. I DID NOT HAVE MY FOOT ON ACCELERATOR NOR ARE THERE ANY FL
I BOUGHT A 2003 MAXIMA SE OCTOBER 2005. MY LEFT SIDE SPEAKERS WOULD CUT IN AND OUT ONLY ON THE CD PLAYER. I FOUND THE TSB ON THIS AND HAD ONLY HAD THE CAR FOR 5 DAYS. SALESMAN TOLD ME I WOULD HAVE TO PAY FOR A NEW ONE AND HAD TO GET THE MANAGER TO SEND
CATALYTIC CONVERTER FIRE(S) THREE OCCURRED ON THIS 2004 FORD CROWN VICTORIA THE FIRST ONE OCCURRED SEPT. 3,2005 AND THE 2ND FIRE OCCURRED ON APRIL 24,2006, AND THE 3RD FIRE ON MAY 1,2006. PARK AVENUE FORD IN TENAFLY NJ IS THE DEALERSHIP THAT SUPPOSEDLY R
MY 1997 BMW 318TI SUFFERED FROM UNINTENDED ACCELERATION. HERE'S HOW IT HAPPENED: I PULLED OUT ONTO THE STREET AFTER GETTING MY CAR WASHED. I PUSHED THE ACCELERATOR DOWN HARD AS I PULLED OUT. THE CAR LUNGED FORWARD AND THE WET TIRES SPUN ON THE PAVEMENT
2006 HONDA ODYSSEY BRAKES FAILED TO STOP WHEN DEPRESSED. *TS THE CONSUMERS WIFE HAD TO TURN OFF TH IGNITION IN ORDER TO STOP THE VEHICLE. IT WAS DETERMINED THE FLOOR MATS JAMMED UNDER THE ACCELERATOR. THE CRUISE CONTROL WOULD STAY ON. *JB

10153017	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	ODYSSEY	2006	VEHICLE SPEED CONTROL:CRUISE CONTROL
10158173	HYUNDAI MOTOR COMPANY	HYUNDAI	TUCSON	2005	STRUCTURE
10158825	GENERAL MOTORS CORP.	OLDSMOBILE	ALERO	2001	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
10158542	VOLKSWAGEN OF AMERICA, INC	AUDI	A4	2003	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
10152752	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	ODYSSEY	2006	VEHICLE SPEED CONTROL
10161109	MITSUBISHI MOTORS NORTH AMERICA, INC.	MITSUBISHI	GALANT	2001	EQUIPMENT:ELECTRICAL:AIR CONDITIONER
10163041	MITSUBISHI MOTORS NORTH AMERICA, INC.	DIAMOND CARE	DIAMOND CARE	9999	EQUIPMENT:MECHANICAL

2006 HONDA ODYSSEY BRAKES FAILED TO STOP WHEN DEPRESSED. *TS THE CONSUMERS WIFE HAD TO TURN OFF TH IGNITION IN ORDER TO STOP THE VEHICLE. IT WAS DETERMINED THE FLOOR MATS JAMMED UNDER THE ACCELERATOR. THE CRUISE CONTROL WOULD STAY ON. *JB
DURING A RECENT LONG RAIN EVENT IN THE NORTHEAST I ENTERED MY CAR TO FIND A 1/2 OF SITTING WATER ON THE PASSENGER SIDE FRONT FLOOR AREA. THE WATER WAS TRICKLING FROM THE TOP PORTION OF THE FLOOR MAT WHERE IT MEETS THE DASH. UPON REMOVING THE GLOVE BOX A
DT*: THE CONTACT STATED WHEN THE INSIDE OF THE VEHICLE WAS HOT, THE ACCELERATOR PEDAL WOULD STICK CAUSING RAPID ACCELERATION. THERE IS A NHTSA RECALL, # 04V528000, REGARDING THE ACCELERATOR PEDAL. THE YEAR WAS NOT INCLUDED IN THE RECALL. NO ONE COULD D
ON TWO OCCASIONS BETWEEN JANUARY 2006 AND MAY 2006, AFTER FULLY STEPPING ON AND SUBSEQUENTLY RELEASING THE ACCELERATOR PEDAL, THE CAR CONTINUED TO ACCELERATE AS IF THE ACCELERATOR WAS STUCK TO THE FLOOR. I THEN QUICKLY PRESSED ON AND RELEASED THE ACCELER
DT*: THE CONTACT STATED WHILE DRIVING 70 MPH AND ATTEMPTING TO APPLY BRAKE PRESSURE THE VEHICLE FAILED TO SLOW DOWN. THE IGNITION WAS TURNED OFF TO STOP THE VEHICLE. IT WAS TOWED TO THE DEALERSHIP FOR INSPECTION. THEY DETERMINED THE FLOOR MAT WAS JAM
AIR CONDITIONER LEAKS INSIDE THE CAR ON DRIVERS SIDE AND IN FRONT AND BEHIND DRIVERS SEAT FLOOR MATS LITERALLY DRIPS WITH WATER AND FLOOR IS SOAKING WET. WE PURCHASED THE CAR WITH A BUMPER TO BUMPER 100,000 MILE EXTENDED WARRANTY FROM HAMPTON MITSUBISHI
THIS IS THE SECOND TIME I AM COMPLAINING ABOUT THE SAME PROBLEM. THE END OF JUNE 2006 I DROVE TO WORK AND REACHED DOWN TO PICK SOME STUFF UP OFF THE PASSENGER SIDE FLOOR MAT. IT ENDED UP BEING SOAKED. AT FIRST I THOUGHT SOME WATER HAD COME IN BECAUSE THE

10163041	MITSUBISHI MOTORS NORTH AMERICA, INC.	DIAMOND CARE	DIAMOND CARE	9999	EQUIPMENT:ELECTRICAL:AIR CONDITIONER
10162621	HYUNDAI MOTOR COMPANY	HYUNDAI	ELANTRA	2002	VEHICLE SPEED CONTROL
10162621	HYUNDAI MOTOR COMPANY	HYUNDAI	ELANTRA	2002	OTHER
10163952	GENERAL MOTORS CORP.	CHEVROLET	TRAILBLAZER	2006	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
10163952	GENERAL MOTORS CORP.	CHEVROLET	TRAILBLAZER	2006	OTHER
10163041	MITSUBISHI MOTORS NORTH AMERICA, INC.	MITSUBISHI	DIAMANTE	2002	ENGINE AND ENGINE COOLING:COOLING SYSTEM
10163348	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	1997	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL

THIS IS THE SECOND TIME I AM COMPLAINING ABOUT THE SAME PROBLEM. THE END OF JUNE 2006 I DROVE TO WORK AND REACHED DOWN TO PICK SOME STUFF UP OFF THE PASSENGER SIDE FLOOR MAT. IT ENDED UP BEING SOAKED. AT FIRST I THOUGHT SOME WATER HAD COME IN BECAUSE THE
2002 ELANTRA SURGED FORWARD WHEN BRAKES WERE APPLIED. *TS THE DEALER ATTRIBUTED THE VIOLENT ACCELERATION AS POSSIBLY BEING DUE TO THE THICK RUBBER FLOOR MAT WHICH MAY HAVE BEEN WEDGE UNDER THE ACCELERATOR, HOWEVER THE CONSUMER DISAGREED WITH THAT THEORY
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WHEN I PRESSED THE ACCELERATOR PEDAL TO THE FLOOR ALL THE WAY, THE FLOOR MAT TRAPPED IT WIDE OPEN. THIS IN RETURN CAUSED THE VEHICLE TO SPEED OUT OF CONTROL. THIS IS THE THIRD INCIDENT WITH THIS TYPE OF VEHICLE BETWEEN MY FIANCE AND I THAT THIS HAS HAPP
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DT*: THE CONTACT STATED THERE WAS AN ACCIDENT THAT OCCURRED WITH THE VEHICLE DUE TO THE INTERFERENCE OF THE DRIVER'S SIDE FLOOR MAT WITH THE ACCELERATOR. THERE IS A RECALL #99E015000 PERTAINING TO THE ACCESSORY DRIVER-SIDE FLOOR MATS. THE MANUFACTURER HA

10152429	GENERAL MOTORS CORP.	CHEVROLET	TRAILBLAZER	2006	OTHER
10167361	TOYOTA MOTOR CORPORATION	TOYOTA	TACOMA	2003	STRUCTURE
10167348	FORD MOTOR COMPANY	FORD	RANGER	2005	OTHER
10167046	DAIMLERCHRYSLER CORPORATION	DODGE	CALIBER	2007	STRUCTURE
10168128	TOYOTA MOTOR NORTH AMERICA, INC.	TOYOTA	CAMRY	2004	VEHICLE SPEED CONTROL
10168128	TOYOTA MOTOR NORTH AMERICA, INC.	TOYOTA	CAMRY	2004	OTHER
10171076	MITSUBISHI MOTORS NORTH AMERICA, INC.	MITSUBISHI	ENDEAVOR	2005	STRUCTURE

DT*: THE CONTACT STATED WHILE DRIVING 35 MPH THE FLOOR MAT TRAPPED THE ACCELERATOR PEDAL CAUSING THE VEHICLE TO SPEED OUT OF CONTROL. THE VEHICLE CRASHED INTO A FENCE POST AND A POWER LINE GUIDE WIRE. SEAT BELTS WERE IN USE HOWEVER MINOR INJURIES WERE
I PURCHASED A 2003 TOYOTA TACOMA AND FOUND A WATER LEAK ON MY FLOOR MAT IN THE PASSENGER SIDE OF THE TRUCK. APPARENTLY THIS HAS BEEN HAPPENING EVERY TIME I TAKE THE TRUCK TO THE CAR WASH. IT SEEMS TO BE COMING FROM UNDER THE DASH; MAYBE THE FRONT WINDOW
DT*: THE CONTACT STATED THE VEHICLE'S FRONT PASSENGER SIDE FLOOR MAT SLID FORWARD HITTING THE RESET BUTTON LOCATED ON THE PASSENGER SIDE FLOOR BOARD, CAUSING THE ENGINE TO SUDDENLY STALL WITHOUT WARNING. *AK UPDATED 09/19/06. *JB
DT*: THE CONTACT STATED WHILE DRIVING 60MPH ON THE HIGHWAY, THE MANUFACTURED FLOOR BRACKETS THAT HOLD THE FLOOR MAT BECAME ENTANGLED ON THE CONTACT'S SHOELACE. THIS OCCURRED BECAUSE THE VEHICLE DID NOT COME EQUIPPED WITH FLOOR MATS. THE MANUFACTURER WAS
DT*: THE CONTACT STATED WHILE APPLYING BRAKE PRESSURE AT 25 MPH ON A CITY STREET, THE VEHICLE SUDDENLY LURCHED FORWARD WITHOUT WARNING. THE CONTACT ENGAGED THE EMERGENCY BRAKE AND PLACED THE VEHICLE IN PARK WHICH STOPPED THE VEHICLE. THE VEHICLE WAS TOW
DT*: THE CONTACT STATED WHILE APPLYING BRAKE PRESSURE AT 25 MPH ON A CITY STREET, THE VEHICLE SUDDENLY LURCHED FORWARD WITHOUT WARNING. THE CONTACT ENGAGED THE EMERGENCY BRAKE AND PLACED THE VEHICLE IN PARK WHICH STOPPED THE VEHICLE. THE VEHICLE WAS TOW
DT*: THE CONTACT STATED WHILE PARKED, IT WAS NOTICED THAT WATER HAD LEAKED ON THE FRONT DRIVER SIDE FLOOR MAT. THE VEHICLE HAD BEEN TO THE DEALER A TOTAL OF 7 TIMES FOR THE SAME PROBLEM. THE AIR CONDITIONER LINE WAS FLUSHED ON EVERY VISIT. ALSO, AN UNK

10171076	MITSUBISHI MOTORS NORTH AMERICA, INC.	MITSUBISHI	ENDEAVOR	2005	EQUIPMENT:ELECTRICAL:AIR CONDITIONER
10171354	TOYOTA MOTOR NORTH AMERICA, INC.	TOYOTA	CAMRY	2007	VEHICLE SPEED CONTROL
10172519	VOLKSWAGEN OF AMERICA, INC	VOLKSWAGEN	PASSAT	2002	VISIBILITY:SUN ROOF ASSEMBLY
10173061	FORD MOTOR COMPANY	FORD	MUSTANG	2007	VEHICLE SPEED CONTROL
10168886	TOYOTA MOTOR CORPORATION	TOYOTA	TACOMA	2006	OTHER
10172936	FORD MOTOR COMPANY	MERCURY	GRAND MARQUIS	2006	OTHER
10175133	FORD MOTOR COMPANY	FORD	MUSTANG GT	2005	VEHICLE SPEED CONTROL
10177856	TOYOTA MOTOR CORPORATION	TOYOTA	CAMRY SOLARA	2004	POWER TRAIN:AUTOMATIC TRANSMISSION

DT*: THE CONTACT STATED WHILE PARKED, IT WAS NOTICED THAT WATER HAD LEAKED ON THE FRONT DRIVER SIDE FLOOR MAT. THE VEHICLE HAD BEEN TO THE DEALER A TOTAL OF 7 TIMES FOR THE SAME PROBLEM. THE AIR CONDITIONER LINE WAS FLUSHED ON EVERY VISIT. ALSO, AN UNK
DT*: THE CONTACT STATED WHILE THE VEHICLE WAS STOPPED AT RED LIGHT, UPON APPLYING THE ACCELERATOR PEDAL; THE VEHICLE LURCHED FORWARD AT A SPEED OF 75 MPH WITHOUT WARNING. THE CONTACT PLACED THE VEHICLE IN NEUTRAL, WHICH CAUSED THE VEHICLE TO JERK AND STO
DT*: THE CONTACT STATED THERE WAS A LEAK FROM THE SUNROOF THAT WENT UNDER THE FLOOR MAT ON THE PASSENGER SIDE AFFECTING THE COMPUTER THAT CONTROLLED THE VEHICLE. IT WAS TAKEN TO THE SERVICE DEALER, WHO DETERMINED A NEW COMPUTER WAS NEEDED.
I PURCHASED A 2007 FORD GT V-8 AUTOMATIC MUSTANG ON 10/10/06. ONE WEEK AFTER THE PURCHASE, I WAS DRIVING, AND MY THROTTLE GOT STUCK. I PULLED THE E BRAKE AND THREW THE CAR INTO NEUTRAL. AFTER STOPPED THE CAR EVENTUALLY TURNED, I BELIEVE BECAUSE THE RPM'
DT*: THE CONTACT STATED WHILE APPLYING BRAKE PRESSURE AT 20 MPH ON A CITY STREET, THE VEHICLE LURCHED FORWARD WITHOUT WARNING INTO ANOTHER VEHICLE RESULTING IN A REAR IMPACT CRASH. THE CONTACT WAS WEARING A SEAT BELT, AND NO INJURIES WERE SUSTAINED. THE
DT*: THE CONTACT STATED WHILE DRIVING VARIOUS SPEEDS WITH THE ACCELERATOR PEDAL DEPRESSED TO THE FLOOR, THE FLOOR MAT BECAME TRAPPED UNDERNEATH THE ACCELERATOR PEDAL, AND THE VEHICLE LURCHED FORWARD WITHOUT WARNING. THE CONTACT MANAGED TO STOP THE SUDDEN
1ST TIME IT HAPPENED I WAS GOING ABOUT 45 MPH AND AS I WAS ACCELERATING TO PASS, THE CAR JUST KEPT ACCELERATING BY IT SELF, I THEN BEGAN TO TAP THE GAS PEDAL WITH MY FOOT AND AS I GOT CLOSER TO THE VEHICLE IN FRONT OF ME I HAD TO BRAKE AND PUT THE VEHICL
TL* - THE CONTACT STATED THAT WAS IN REVERSE ON THE MORNING OF 12/22/06 AT 5 MPH WHEN THE VEHICLE CONTINUED TO GO IN REVERSE AND WOULDN'T STOP. WHILE THE VEHICLE WAS GOING IN REVERSE THERE WAS A SCREECHING NOISE COMING FROM THE VEHICLE. IT HIT A CUR

10179213	FORD MOTOR COMPANY	FORD	EXPLORER SPORT	1998	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
10179570	NISSAN NORTH AMERICA, INC.	NISSAN	350Z	2006	POWER TRAIN:CLUTCH ASSEMBLY
10179570	NISSAN NORTH AMERICA, INC.	NISSAN	350Z	2006	OTHER
10180892	GENERAL MOTORS CORP.	PONTIAC	GRAND AM	2003	POWER TRAIN:CLUTCH ASSEMBLY:PEDAL/LINKAGE
10147667	GENERAL MOTORS CORP.	GMC	ENVOY DENALI	2006	OTHER
10181034	FORD MOTOR COMPANY	FORD	FOCUS	2002	SERVICE BRAKES, HYDRAULIC:SWITCHES:BRAKE LIGHT
10181034	FORD MOTOR COMPANY	FORD	FOCUS	2002	POWER TRAIN:CLUTCH ASSEMBLY

DRIVING IN RUSH HOUR TRAFFIC ON 4 LANE ROAD AT 35 MPH THE ACCELERATOR STUCK WIDE OPEN. IMMEDIATELY JAMMED MY LEFT FOOT ON THE BRAKE TO NOT HIT OTHER CARS WHILE TRYING TO USE RIGHT FOOT TO GET BEHIND THE GAS PEDAL AND UNSTICK IT. PUT CAR IN NEUTRAL AND E
2006 NISSAN 350Z WITH DEFECTIVE ASSY SYSTEM-CLUTCH PROBLEMS**NAR**CC THE MANUAL GEAR SHIFT COULD NOT BE SHIFTED. AFTER A FEW TRIES THE CONSUMER WAS ABLE TO GET THE CAR SHIFTED INTO NEUTRAL, BUT COULD NOT SHIFT OUT OF NEUTRAL INTO ANY OTHER GEAR. OVER A
2006 NISSAN 350Z WITH DEFECTIVE ASSY SYSTEM-CLUTCH PROBLEMS**NAR**CC THE MANUAL GEAR SHIFT COULD NOT BE SHIFTED. AFTER A FEW TRIES THE CONSUMER WAS ABLE TO GET THE CAR SHIFTED INTO NEUTRAL, BUT COULD NOT SHIFT OUT OF NEUTRAL INTO ANY OTHER GEAR. OVER A
A FEW TIMES, AS I ENGAGED THE CLUTCH, I FELT A TUGGING; I THOUGHT I HAD CAUGHT THE TOE OF MY SHOE ON THE FLOOR MAT. WITHIN A COUPLE OF WEEKS, I WAS DRIVING AND THE CLUTCH PEDAL GRABBED TO THE FLOOR AND WOULD NOT COME UP. WHEN I HAD THE CAR TOWED, THEY S
DT: THE CONTACT STATED THE ACCELERATOR PEDAL IN THE VEHICLE BECAME STUCK UNDER THE FLOOR MAT. THE CONTACT STATED THE FLOOR MATS WERE TOO BIG. THE VEHICLE WAS TAKEN TO THE DEALERSHIP AND THERE WAS NOTHING THAT COULD BE DONE ABOUT THE PROBLEM.*AK THE CON
CLUTCH ASSEMBLY HAS A LEAK OF FLUID INTO THE INTERIOR OF THE CAR (DOWN THE CLUTCH ARMATURE TO THE CLUTCH PAD AND TO FLOOR MAT, IF SIGNIFICANT LEAKAGE) WHICH HAS A) CAUSED THE CLUTCH PEDAL PAD TO BECOME SLIPPERY AND FALL OFF DUE TO THE FLUID SEEPING BEHIND
CLUTCH ASSEMBLY HAS A LEAK OF FLUID INTO THE INTERIOR OF THE CAR (DOWN THE CLUTCH ARMATURE TO THE CLUTCH PAD AND TO FLOOR MAT, IF SIGNIFICANT LEAKAGE) WHICH HAS A) CAUSED THE CLUTCH PEDAL PAD TO BECOME SLIPPERY AND FALL OFF DUE TO THE FLUID SEEPING BEHIND

10182482	FORD MOTOR COMPANY	FORD	F SERIES	1997	VEHICLE SPEED CONTROL
10182586	TOYOTA MOTOR CORPORATION	TOYOTA	TACOMA	2007	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
10183073	DAIMLERCHRYSLER CORPORATION	CHRYSLER	SEBRING	1999	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
10175335	TOYOTA MOTOR CORPORATION	LEXUS	ES350	2007	VEHICLE SPEED CONTROL
10188063	SUBARU OF AMERICA, INC.	SUBARU	WRX	2003	OTHER
10186852	FORD MOTOR COMPANY	FORD	FIVE HUNDRED	2007	STRUCTURE
10188142	TOYOTA MOTOR CORPORATION	TOYOTA	AVALON	2007	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL

THROTTLE HUNG THREE TIMES: ONE UNDER CRUISE, TWICE WITHOUT. ALL INSTANCES STARTED AT HIGHWAY SPEEDS WHEN TEMPS WHERE EXTREMELY COLD. PUMPING PEDDLE TO BREAK ACCELERATION ONLY ALLOWED FOR PARTIAL DECELERATION. REPEATED ATTEMPTS REQUIRED TO REDUCE SPEED.
I WAS DRIVING ON INTERSTATE 55. I WENT TO PASS A SEMI TRUCK. MY SPEED AT THIS TIME WAS 65 MPH. I STEPPED ON THE ACCELERATOR AND STARTED TO CHANGE LANES, THE TRANSMISSION DOWN SHIFTED TO A PASSING GEAR AND THE THROTTLE WAS WIDE OPEN AND IT STAYED THAT WAY.
TL*- THE CONTACT STATED THAT WHILE DRIVING THE 1999 CHRYSLER SEBRING WITH 120000 FAILURE MILEAGE AT 5 MPH AND TRYING TO PARK SHE ATTEMPTED TO MAKE A RIGHT TURN INTO A PARKING SPACE BUT THE STEERING WHEEL LOCKED AND WOULD NOT TURN. THE CONTACT STATED T
DT*: THE VEHICLE STATED WHILE TRAVELING 65 MPH ON DRY ROAD CONDITIONS, THE VEHICLE BEGAN TO ACCELERATE UNCONTROLLABLY TO 70 MPH. THE CRUISE CONTROL WAS ACTIVATED WHEN THIS OCCURRED. THE VEHICLE WAS PLACED IN NEUTRAL, AND THE BRAKE PEDAL WAS DEPRESSED, W
DRIVER SIDE FLOOR MAT WILL NOT STAY IN METAL ROD DESIGNED TO KEEP THE MAT FROM GOING FORWARD. MAT SLIDES UNDERNEATH THE PETALS AND HAS WORN THE UPHOLSTERY ON THE FLOOR AS WELL. PROBLEM HAS NOT BEEN FIXED AS I DO NOT HAVE THE MONEY TO GET IT REPAIRED.
2007 FORD FIVE HUNDRED CUSTOMER STATES THAT THEY OBSERVED DAMPNESS AND WHAT APPEARED TO BE MOLD BENEATH THE FLOOR MATS ON THE DRIVER'S SIDE, BOTH FRONT AND BACK**NAR**CC THE DEALERSHIP INFORMED THE CONSUMER, THERE WERE LEAKS AROUND THE WINDSHIELD AND THA
WE HAD A DRIVING INSTRUCTOR CONDUCTING A CLASS USING THE 2007 AVALON. THE INSTRUCTOR WAS DRIVING AND ACCELERATED TO PASS A VEHICLE AT APPROXIMATELY 35 MPH AND THE ACCELERATORS STUCK AND THE CAR REACHED 8000+ RPMS THE INSTRUCTOR HAD TO ENGAGE THE BRAKE

10196314	TOYOTA MOTOR CORPORATION	TOYOTA	CAMRY	2007	OTHER
10189260	GENERAL MOTORS CORP.	SAAB	9-3	2007	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
10196314	TOYOTA MOTOR CORPORATION	TOYOTA	CAMRY	2007	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
10192384	TOYOTA MOTOR CORPORATION	LEXUS	ES350	2007	VEHICLE SPEED CONTROL
10193213	GENERAL MOTORS CORP.	CHEVROLET	MALIBU	2002	OTHER
10190820	GENERAL MOTORS CORP.	CHEVROLET	COBALT	2005	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
10190446	TOYOTA MOTOR CORPORATION	LEXUS	ES350	2007	OTHER
10193540	TOYOTA MOTOR CORPORATION	TOYOTA	RAV4	2006	VEHICLE SPEED CONTROL

TL*THE CONTACT OWNS A 2007 TOYOTA CAMRY. THE CONTACT STATED THAT THE VEHICLE HESITATES AND EXPERIENCES ACCELERATION FAILURE SINCE IT WAS A NEW VEHICLE. THEN, ON JULY 11, 2007, WHILE ATTEMPTING TO ACCELERATE, THE VEHICLE COMPLETELY LOST ALL MOTIVE POWER
TL* THE CONTACT OWNS A 2007 SAAB 9-3. THE CONTACT STATED THAT THE FLOOR MAT HAS GROOVES THAT ARE SUPPOSED TO ANCHOR DOWN ONTO THE FLOOR. HOWEVER, THE GROOVES WILL NOT LATCH AND CAUSES THE FLOOR MAT TO GET STUCK UNDERNEATH BOTH PEDALS. THE CURRENT MIL
TL*THE CONTACT OWNS A 2007 TOYOTA CAMRY. THE CONTACT STATED THAT THE VEHICLE HESITATES AND EXPERIENCES ACCELERATION FAILURE SINCE IT WAS A NEW VEHICLE. THEN, ON JULY 11, 2007, WHILE ATTEMPTING TO ACCELERATE, THE VEHICLE COMPLETELY LOST ALL MOTIVE POWER
HERE IS THE DESCRIPTION I GAVE MY LOCAL LEXUS DEALER ALONG WITH THE PHOTOGRAPHS OF THE WITNESS MARKS OF THE IMPACT TO THE DOOR. LEXUS IS EVALUATING THE CAR. I HAVE ASKED FOR A FACTORY ASSISTED REPLACEMENT CAR OF A DIFFERENT MODEL. THEY HAVE NOT RESPOND
2002 CHEVROLET MALIBU CUSTOMER STATES THAT THE FLOOR MAT CURLED ON THE TOP OF THE GAS PEDAL AND AS SHE APPLIED THE BRAKE, THE GAS PEDAL WAS DEPRESSED AND CAUSED THE CAR TO LURCH FORWARD AND HIT THE GARAGE**NAR**CC *JB
I WAS TRAVELING HOME FROM WORK YESTERDAY WHEN A CAME UPON A SLOW VEHICLE GOING AT 55 MPH. I WAS GOING AT 65 MPH. I TURNED OFF THE CRUISE CONTROL WHEN I CAME UPON THE SLOW VEHICLE AND SOME ONCOMING TRAFFIC WENT BY. WHEN IT WAS CLEAR I STARTED ACCELERAT
I WAS DRIVING AT 9:30AM TO WORK ALONG WITH MY WIFE ON I-696 NEAR DETROIT IN THE LEFT LANE VEHICLE BEGAN TO ACCELERATE, BUT AS I APPROACHED A CAR IN FRONT OF ME I TOOK MY FOOT OF THE ACCELERATOR AND PLACED IT ON THE BRAKE AND VEHICLE WAS CONTINUING TO
HESITATES TO ACCELERATE. IT WOULD NOT GO OVER 20 MPH FOR OVER 2 MILES. I LIVE RIGHT OFF A MAJOR HIGHWAY, AND WHEN I TRY TO PULL ON HIGHWAY, CAR DOES NOT WANT TO GO. I HAD IT TO THE DEALER ABOUT 4 TIMES, BUT THEY COULD NOT GET IT TO GO. ONCE THEY C

10193769	TOYOTA MOTOR CORPORATION	LEXUS	ES350	2007	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
10192351	TOYOTA MOTOR CORPORATION	LEXUS	ES350	2007	VEHICLE SPEED CONTROL
10192435	TOYOTA MOTOR CORPORATION	LEXUS	ES350	2007	VEHICLE SPEED CONTROL
10193512	TOYOTA MOTOR CORPORATION	LEXUS	ES350	2007	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
10196484	DAIMLERCHRYSLER CORPORATION	CHRYSLER	TOWN AND COUNTRY	2005	EQUIPMENT
10200125	TOYOTA MOTOR CORPORATION	LEXUS	ES350	2007	VEHICLE SPEED CONTROL
10184331	TOYOTA MOTOR NORTH AMERICA, INC.	TOYOTA	AVALON	2003	VEHICLE SPEED CONTROL
10196484	DAIMLERCHRYSLER CORPORATION	CHRYSLER	TOWN AND COUNTRY	2005	STRUCTURE

ON MAY 20, 2007 WHEN I WAS DRIVING IN A HIGH TRAFFIC PRIVATE PARKWAY THE VEHICLE SUDDENLY ACCELERATED AND HIT THREE OTHER CARS. THE ROAD HAD A VERY GENTLE UP SLOPE AND A SMALL CURVE. THE ENGINE WAS ROARING VERY LOUD AS I TRIED VERY HARD TO BRAKE, BUT TH
MY DAUGHTER AND FRIENDS WERE DRIVING IN MY 2007 LEXUS ES 350 ON A 2 LANE HWY. AS THEY APPROACHED A SPEED ZONE THE DRIVER NOTICED THE CRUISE CONTROL LIGHT WAS ON WITHOUT BEING ENGAGED. SHE TURNED IT OFF, IT CAME ON AGAIN. SHE TAPPED THE BRAKES TO TURN I
WE BOUGHT A 2007 LEXUS ES 350 IN NOVEMBER. AT ~1,000 MILES ON THE ODOMETER I HAD ONE EPISODE OF UNWANTED ACCELERATION. I WAS MERGING ONTO THE HIGHWAY. I WAS TRYING TO KEEP A CONSTANT SPEED BUT THE CAR ACCELERATED IN THE BLINK OF AN EYE. I DO NOT REMEM
VEHICLE ACCELERATED RAPIDLY AND WOULD NOT STOP, EVEN AFTER REPEATED ATTEMPS TO BRAK CREATING AN EXTREMELY DANGEROUS SITUATION WHILE DRIVING ON INTERSTATE. I EVENTUALLY WAS ABLE TO PUT THE CAR INTO NEUTRAL, AND THE ENGINE RACED VIOLENTLY, AND TURN OFF TH
IN MARCH/APR 2007 WE NOTICED A WHITE STAIN THAT HAS APPEARED ON THE FLOOR BY THE NAVIGATOR SEAT. WE ASSUMED WE SPILLED SOMETHING AND WE CLEANED IT UP WITH A HOUSEHOLD CARPET CLEANER. A FEW WEEKS LATER THE STAIN HAS APPEARED AGAIN. WE REMOVED THE FLOOR M
TL*THE CONTACT OWNS A 2007 LEXUS ES350. WHILE DRIVING 60 MPH, THE CONTACT ATTEMPTED TO APPLY THE BRAKES, BUT THE SPEED ONLY DECREASED TO 20 MPH. SHE PLACED THE VEHICLE IN PARK WHILE IT WAS STILL IN MOTION, WHICH CAUSED THE VEHICLE TO SMOKE AND JERK INST
TL* THE CONTACT OWNS A 2003 TOYOTA AVALON. WHILE PARKING THE VEHICLE THE ACCELERATOR PEDAL ENGAGED WITHOUT WARNING. THE CONTACT WAS DRIVING 5 MPH. THE CONTACT DEPRESSED THE BRAKES AND THE VEHICLE WOULD NOT STOP, AND IT CRASHED INTO A PARKED FORD PICK UP
IN MARCH/APR 2007 WE NOTICED A WHITE STAIN THAT HAS APPEARED ON THE FLOOR BY THE NAVIGATOR SEAT. WE ASSUMED WE SPILLED SOMETHING AND WE CLEANED IT UP WITH A HOUSEHOLD CARPET CLEANER. A FEW WEEKS LATER THE STAIN HAS APPEARED AGAIN. WE REMOVED THE FLOOR M

10195947	MITSUBISHI MOTORS NORTH AMERICA, INC.	MITSUBISHI	DIAMANTE	2003	ENGINE AND ENGINE COOLING:COOLING SYSTEM
10196509	TOYOTA MOTOR CORPORATION	LEXUS	ES350	2007	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
10192755	TOYOTA MOTOR NORTH AMERICA, INC.	LEXUS	LS430	2001	EQUIPMENT ADAPTIVE
10192755	TOYOTA MOTOR NORTH AMERICA, INC.	LEXUS	LS430	2001	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
10197358	TOYOTA MOTOR CORPORATION	LEXUS	ES350	2007	POWER TRAIN:AUTOMATIC TRANSMISSION
10199857	TOYOTA MOTOR CORPORATION	LEXUS	ES350	2007	VEHICLE SPEED CONTROL
10197801	TOYOTA MOTOR CORPORATION	TOYOTA	AVALON	2006	VEHICLE SPEED CONTROL

MAPLE SYRUP SMELL FROM AIR VENTS THEN CAR STARTED TO OVERHEAT HEATERCORE FAILURE, ANTIFREEZE IN FLOORBOARDS ON WINDSHIELD AND COMING THROUGH AIR VENTS. A NEW HEATERCORE INSTALLED VERY COSTLY HAD TO DO WORK MYSELF BECAUSE WARRANTY EXPIRED. HAD TO SHAMPOO
WHILE ACCELERATING TO MERGE ONTO AN INTERSTATE, THE LEXUS ES350 PURCHASED EARLIER IN THE MONTH CONTINUED TO ACCELERATE. I HAD TO BRAKE WITH MY LEFT FOOT WHILE PUMPING THE ACCELERATOR WITH MY RIGHT FOOT TO FREE THE STUCK ACCELERATOR. WHEN I ARRIVED HOME, T
TL*THE CONTACT OWNS A 2001 LEXUS LS430. WHILE DRIVING 3 MPH, THE VEHICLE ACCELERATED WITHOUT WARNING. THE CONTACT BELIEVED THAT THE CAUSE OF FAILURE WAS DUE TO THE FLOOR MATS BEING CAUGHT UNDERNEATH THE ACCELERATOR PEDAL. THERE IS DEFECT INVESTIGATION
TL*THE CONTACT OWNS A 2001 LEXUS LS430. WHILE DRIVING 3 MPH, THE VEHICLE ACCELERATED WITHOUT WARNING. THE CONTACT BELIEVED THAT THE CAUSE OF FAILURE WAS DUE TO THE FLOOR MATS BEING CAUGHT UNDERNEATH THE ACCELERATOR PEDAL. THERE IS DEFECT INVESTIGATION
I OWN A 2007 LEXUS 350 PURCHASED IN SEPT OF 2006. I HAVE EXPERIENCED PROBLEMS WITH THE TRANSMISSION, AT 3,000 MILES WHICH RESULTED IN LEXUS REPLACING THE TRANSMIION. MOST RECENTLY I WAS DRIVING ON AN INTERSTATE AND WHILE PASSING A CAR MY CAR ACCELERATED
I PURCHASED 2007 LEXUS ES 350 IN DECEMBER OF 2006. SOMETIME IN LAST MONTH, WHEN I WAS DRIVING THE VEHICLE ON A HIGHWAY, ITS BRAKE STOPPED WORKING ALL OF A SUDDEN, AND STARTED ACCELERATING BY ITSELF. I LOOKED AT MY FOOT WONDERING IF MY FOOT WAS ON GAS PE
TL*THE CONTACT OWNS A 2006 TOYOTA AVALON. WHILE DRIVING 5 MPH, THE VEHICLE ACCELERATED WITHOUT WARNING AND CRASHED INTO A BRICK COLUMN. THE DEALER STATED THAT THE FLOOR MAT COULD HAVE CAUSED THE VEHICLE TO ACCELERATE. THE CURRENT AND FAILURE MILEAGES W

10200951	TOYOTA MOTOR NORTH AMERICA, INC.	TOYOTA	CAMRY	2005	VEHICLE SPEED CONTROL
10211498	TOYOTA MOTOR CORPORATION	TOYOTA	PRIUS	2006	EQUIPMENT
10200150	TOYOTA MOTOR CORPORATION	LEXUS	ES350	2007	OTHER
10200366	TOYOTA MOTOR CORPORATION	LEXUS	ES350	2007	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
10200394	FORD MOTOR COMPANY	FORD	MUSTANG	2007	VEHICLE SPEED CONTROL
10202419	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	1995	STRUCTURE
10202419	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	1995	OTHER
10201546	TOYOTA MOTOR CORPORATION	LEXUS	ES330	2006	OTHER

UNINTENDED ACCELERATION OCCURRED WHILE OPERATING AT SLOW SPEED RESULTING IN A COLLISION WITH PARKED VEHICLES AND DEPLOYMENT OF AIRBAG. MY WIFE IS THE PRIMARY DRIVER OF THE VEHICLE AND HAS COMPLAINED ON AT LEAST TWO PREVIOUS OCCASIONS THAT, WHILE PARKING
TL*THE CONTACT OWNS A 2006 TOYOTA PRIUS. WHILE DRIVING 30 MPH, THE ALL WEATHER FLOORMAT DISCONNECTED FROM THE HOOK, SLID FORWARD, AND STUCK TO THE ACCELERATOR PEDAL, CAUSING THE VEHICLE TO ACCELERATE. THE CONTACT BECAME AWARE OF NHTSA CAMPAIGN ID NUMBER
TL*THE CONTACT OWNS A 2007 LEXUS ES350. THE CONTACT STATED THAT THE VEHICLE ACCELERATED FROM ZERO TO 60 MPH WHEN THE ACCELERATOR PEDAL WAS DEPRESSED. THE CONTACT FELT THAT THE FAILURE MAY HAVE BEEN CAUSED BY THE ALL WEATHER FLOORMATS THAT WERE INSTALLED
DRIVING ON A PRIMARY SURFACE STREET, I STOPPED AT A RED LIGHT. I WAS THE FIRST CAR IN THE LANE. WHEN THE LIGHT TURNED GREEN I ACCELERATED TO CHANGE LANES, THE CAR PICKED UP SPEED AND THE BRAKES COULD NOT STOP IT. THE CAR GROWLED AND JERKED FOR A COUPLE OF
WITH FOOT OFF THE GAS PEDAL, CAR TAKES OFF AT 30 MPH (4,000 RPM) AND COULD NOT STOP. RAN A STOP SIGN CAR DID THIS TWICE WITHIN FIRST 250 MILES OF USE. WE ARE NOW AFRAID TO DRIVE IT AND ARE HAVING IT TOWED TO THE DEALER. IT HAPPENED WITH 2 DIFFERENT DRI
FLOOR MAT DOESN'T STAY IN PLACE AND GETS CAUGHT UP IN THE ACCELERATOR, BRAKE AND CLUTCH PEDALS. ALSO, MY CIVIC IS BLUE (ORIGINAL PAINT) AND AS I'VE SEEN WITH MANY OTHER 1992-1995 HONDA CIVICS WITH THIS COLOR, THE PAINT IS LITERALLY GONE FROM THE HOOD AN
FLOOR MAT DOESN'T STAY IN PLACE AND GETS CAUGHT UP IN THE ACCELERATOR, BRAKE AND CLUTCH PEDALS. ALSO, MY CIVIC IS BLUE (ORIGINAL PAINT) AND AS I'VE SEEN WITH MANY OTHER 1992-1995 HONDA CIVICS WITH THIS COLOR, THE PAINT IS LITERALLY GONE FROM THE HOOD AN
2006 LEXUS 330 FLOOR MAT GOT LODGED UNDER THE ACCELERATOR PEDAL. CUSTOMER STATES THE FLOOR MAT GOT STUCK UNDER THE ACCELERATOR PEDAL CAUSING THE VEHICLE TO SPEED UP AND BRAKES NOT BEING ABLE TO WORK. *KB THE CONSUMER STATED THE CLIPS WHICH ARE INTEND

10200097	TOYOTA MOTOR CORPORATION	TOYOTA	AVALON	2007	SERVICE BRAKES, HYDRAULIC:ANTILOCK
10200097	TOYOTA MOTOR CORPORATION	TOYOTA	AVALON	2007	OTHER
10200097	TOYOTA MOTOR CORPORATION	TOYOTA	AVALON	2007	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
10200097	UNKNOWN MANUFACTURER	UNKNOWN	UNKNOWN	9999	EQUIPMENT
10212718	TOYOTA MOTOR CORPORATION	TOYOTA	TACOMA	2006	VEHICLE SPEED CONTROL
10128672	VOLKSWAGEN OF AMERICA, INC	AUDI	A4 CABRIOLET	2004	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
10205982	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	ACCORD	2007	EQUIPMENT
10205982	RUBBER MANUFACTURERS ASSOCIATI	RMA	RMA	9999	EQUIPMENT

ON AUG. 6TH WHILE DRIVING ON A TWO LANE ROAD IN SOUTH CAROLINA IN MY 2007 AVOLON MY ACCELERATOR STUCK. MY CAR REACHED SPEEDS OF UPTO 80MPH. I COULD ONLY REDUCE THE SPEED TO 60MPH BY RIDING THE BRAKES. I FINALLY STOPPED THE CAR BY FINDING A SAFE PULL-OF
ON AUG. 6TH WHILE DRIVING ON A TWO LANE ROAD IN SOUTH CAROLINA IN MY 2007 AVOLON MY ACCELERATOR STUCK. MY CAR REACHED SPEEDS OF UPTO 80MPH. I COULD ONLY REDUCE THE SPEED TO 60MPH BY RIDING THE BRAKES. I FINALLY STOPPED THE CAR BY FINDING A SAFE PULL-OF
ON AUG. 6TH WHILE DRIVING ON A TWO LANE ROAD IN SOUTH CAROLINA IN MY 2007 AVOLON MY ACCELERATOR STUCK. MY CAR REACHED SPEEDS OF UPTO 80MPH. I COULD ONLY REDUCE THE SPEED TO 60MPH BY RIDING THE BRAKES. I FINALLY STOPPED THE CAR BY FINDING A SAFE PULL-OF
ON AUG. 6TH WHILE DRIVING ON A TWO LANE ROAD IN SOUTH CAROLINA IN MY 2007 AVOLON MY ACCELERATOR STUCK. MY CAR REACHED SPEEDS OF UPTO 80MPH. I COULD ONLY REDUCE THE SPEED TO 60MPH BY RIDING THE BRAKES. I FINALLY STOPPED THE CAR BY FINDING A SAFE PULL-OF
VEHICLE ACCELERATES (SURGES) ON ITS OWN AND BRAKING DOES NOT REMEDY THE PROBLEM. THIS HAS HAPPENED SEVERAL TIMES WHEN THE CRUISE CONTROL IS NOT BEING USED. IT ALSO IS NOT ATTRIBUTED TO THE FLOOR MATS AS WE HAVE CAREFULLY CHECKED THE POSITIONING OF OUR M
WHILE COMMUTING TO WORK, THE ACCELERATOR PEDAL ON MY 2004 AUDI A4 CABRIOLET STUCK TO THE FLOOR. AT THE TIME, I WAS DRIVING APPROXIMATELY 35-40 MPH. THE PEDAL SUDDENLY MOVED AWAY FROM MY FOOT, STUCK TO THE FLOOR, AND MY CAR STARTED TO RAPIDLY INCREASE IN
TL*THE CONTACT OWNS A 2007 HONDA ACCORD. THE CONTACT PURCHASED A FOUR PIECE FLOORMAT SET AND NOTICED A VERY STRONG CHEMICAL ODOR. THE MANUFACTURER (RALLY) STATED THAT THE MATS WERE MADE IN CHINA AND THEY WERE UNSURE HOW THE MATS PASSED THE QUALITY CONT
TL*THE CONTACT OWNS A 2007 HONDA ACCORD. THE CONTACT PURCHASED A FOUR PIECE FLOORMAT SET AND NOTICED A VERY STRONG CHEMICAL ODOR. THE MANUFACTURER (RALLY) STATED THAT THE MATS WERE MADE IN CHINA AND THEY WERE UNSURE HOW THE MATS PASSED THE QUALITY CONT

TOY-RQ-00033384

10205932	UNKNOWN MANUFACTURER	UNKNOWN	UNKNOWN	9999	OTHER
10205932	TOYOTA MOTOR NORTH AMERICA, INC.	TOYOTA	PT901-42601-45	9999	EQUIPMENT
10206486	MITSUBISHI MOTORS NORTH AMERICA, INC.	MITSUBISHI	DIAMANTE	2001	ENGINE AND ENGINE COOLING:COOLING SYSTEM
10206969	GENERAL MOTORS CORP.	CHEVROLET	VENTURE	2000	STRUCTURE:BODY:DOOR:HINGE AND ATTACHMENTS
10202357	TOYOTA MOTOR NORTH AMERICA, INC.	TOYOTA	CAMRY	2005	OTHER
10205811	TOYOTA MOTOR CORPORATION	TOYOTA	TUNDRA	2007	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
10205507	FORD MOTOR COMPANY	FORD	MUSTANG GT	2006	VEHICLE SPEED CONTROL

TOYOTA HAS RECALLED THE ALL WEATHER FLOOR MATS UNDER RECALL NUMBER 07E082000. I RECEIVED MY NOTICE AND TOOK MY MATS TO THE TOYOTA DEALER IN DUBLIN, CALIFORNIA. EVIDENTLY, I WAS THE VERY FIRST PERSON TO RETURN MY MATS, BECAUSE THEY WERE UNAWARE OF THE REC
TOYOTA HAS RECALLED THE ALL WEATHER FLOOR MATS UNDER RECALL NUMBER 07E082000. I RECEIVED MY NOTICE AND TOOK MY MATS TO THE TOYOTA DEALER IN DUBLIN, CALIFORNIA. EVIDENTLY, I WAS THE VERY FIRST PERSON TO RETURN MY MATS, BECAUSE THEY WERE UNAWARE OF THE REC
MY CAR IS MAKING ME SICK!! I NOTICED A SMELL OF ANTI-FREEZE COMING OUT OF THE CLIMATE CONTROL VENTS. UPON FURTHER INVESTIGATION, I NOTICED ANTI-FREEZE/ENGINE COOLANT LEAKING FROM THE HEATER CORE DOWN ONTO FLOOR MATS, CLIMATE CONTROL INTAKE, ELECTRICAL WI
THIS SEPTEMBER I CAME HOME FROM MY NIECES WEDDING AND WENT TO OPEN MY PASSENGER SIDE DOOR AND IT WOULDN'T BUDGE.. I LITERALLY HAD TO KICK THE DOOR OPEN. IT HAS HAPPENED ON NUMEROUS OCCASIONS NOW, I WAS TOLD IT IS A PROBLEM IN THE WIRING. THE WIRING UNDE
TL*THE CONTACT OWNS A 2005 TOYOTA CAMRY. WHILE MAKING A 180 DEGREE TURN TO THE RIGHT AT APPROXIMATELY 5 MPH, THE VEHICLE ACCELERATED ON ITS OWN. THE CONTACT WAS UNABLE TO STOP THE VEHICLE WHEN SHE APPLIED THE BRAKES AND CRASHED INTO SEVEN VEHICLES. THE
PLEASE SEE MY WRITE-UP ON THE TOYOTA TUNDRA FORUM WEBSITE: HTTP://WWW.TUNDRATALK.NET/FORUMS/TUNDRA-PROBLEMS-DEALER-SERVICE/30988-WARNING-ACCELERATOR-STUCK.HTML. *JB THE WEB FORUM ENTRY DESCRIBES AN UNWANTED ACCELERATION INCIDENT THAT WAS CAUSED BY AN U
UNINTENDED ACCELERATION: TWICE IN ONE YEAR, VEHICLE CONTINUED TO ACCELERATE WHEN FOOT WAS OFF THE ACCELERATOR AND FOOT WAS ON THE BRAKE. HAPPENED BETWEEN 20-45 MPH. STOCK FLOOR MATS ARE IN CAR. DRIVER WAS ABLE TO BRING THE CAR TO A STOP, BUT REQUIRED MUCH

10212602	TOYOTA MOTOR CORPORATION	TOYOTA	TACOMA	2007	VEHICLE SPEED CONTROL
10149866	FORD MOTOR COMPANY	FORD	MUSTANG	2005	VEHICLE SPEED CONTROL
10212824	TOYOTA MOTOR CORPORATION	LEXUS	ES350	2007	EQUIPMENT
10210666	TOYOTA MOTOR CORPORATION	LEXUS	ES350	2007	EQUIPMENT
10083798	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CR-V	2004	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
10215609	TOYOTA MOTOR CORPORATION	TOYOTA	TUNDRA	2007	EQUIPMENT ADAPTIVE
10209774	TOYOTA MOTOR CORPORATION	TOYOTA	CAMRY	2007	AIR BAGS
10199802	TOYOTA MOTOR CORPORATION	LEXUS	GS350	2007	OTHER

RETURNING HOME FROM A SHORT DRIVE OF ABOUT FOUR MILES, I BROUGHT THE VEHICLE TO A COMPLETE STOP IN FRONT OF THE GARAGE. ALL OF A SUDDEN WITHOUT WARNING THE ACCELERATOR REVVED VERY HIGH. I PUSHED DOWN HARD ON THE BRAKE BUT THE VEHICLE STILL LURCHED FORWA
I WAS DRIVING THROUGH A SHOPPING CENTER PARKING LOT AT A SPEED OF APPROXIMATELY 5-10 MPH, APPROACHING A STOP SIGN. THERE WERE ABOUT THREE CARS AHEAD OF ME. AS I APPLIED THE BRAKES, THE ENGINE SUDDENLY REVVED AND BUCKED 3 TIMES RIGHT INTO THE BACK OF THE
2007 LEXUS ES350 WITH SUDDEN ACCELERATION. CONSUMER STATES THAT THE ALL WEATHER FLOOR MATS WERE THE CAUSE OF THE SUDDEN ACCELERATION. HE ALSO STATES THAT HE RECEIVED A RECALL AFTER HE WAS IN THE ACCIDENT. *NJ RECALL# 07E082000
TL*THE CONTACT OWNS A 2007 LEXUS ES350. WHILE DRIVING 5 MPH, THE VEHICLE DROVE OVER THE CURB AND INTO THE FRONT OF A GYM. NO WARNING LIGHTS ILLUMINATED. THE VEHICLE WAS APPROXIMATELY 3/4 INTO THE ENTRANCEWAY. THE POLICE AND FIRE DEPARTMENTS ARRIVED ON
CONSUMER WAS DRIVING WHEN THE GAS PEDAL STUCK. CONSUMER PULLED THE FLOOR MAT BACK AND APPLIED THE BRAKES, BUT VEHICLE DID NOT STOP. CONSUMER PUT VEHICLE IN NEUTRAL, AND TRIED TO SHUT IT OFF, BUT VEHICLE WOULD NOT SHUT OFF. A POLICE OFFICER URGED CON
TOYOTA 2007 TUNDRA TWICE ACCELERATED UNCONTROLLABLY DUE TO A STUCK ACCELERATOR ON THE FACTORY FLOOR MATS, WHICH ARE A VERY THICK RUBBER AND DON'T COME WITH SAFETY CLIPS. MAT WAS MOVED BACK BUT FEAR IT MAY SLIDE FORWARD AGAIN. *TR
ON OCT 13,2007 MY 4YR OLD DAUGHTER AND I WERE INVOLVED IN A HEAD ON COLLISION AT LESS THAN 10M/H AND ALL THREE AIRBAGS IN MY 2007 RED CAMRY SC DEPLOYED AND THE KNEE AIRBAG GAVE MY RIGHT LOWER LEG A BAD BLOOD CLOT WHERE I HAD TO MISS WORK FROM OVER A MONTH
TL*THE CONTACT OWNS A 2007 LEXUS GS350. THE CONTACT STATED THAT THE FLOOR MAT BECAME STUCK ON THE ACCELERATOR PEDAL AND CAUSED UNWANTED ACCELERATION. SHE NEARLY CRASHED THE VEHICLE. THE CONTACT DEPRESSED THE BRAKE PEDAL TO STOP THE VEHICLE. SHE WOULD

10204646	TOYOTA MOTOR CORPORATION	TOYOTA	PRIUS	2007	VEHICLE SPEED CONTROL:CRUISE CONTROL
10204341	TOYOTA MOTOR CORPORATION	LEXUS	GS300	2006	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
10204283	TOYOTA MOTOR CORPORATION	TOYOTA	CAMRY	2007	OTHER
10204341	TOYOTA MOTOR NORTH AMERICA, INC.	TOYOTA	CROWN	1968	EQUIPMENT:MECHANICAL
10206622	TOYOTA MOTOR CORPORATION	TOYOTA	CAMRY	2007	VEHICLE SPEED CONTROL
10204383	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	S2000	2006	OTHER
10204383	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	TRAILER HITCH KIT	9999	EQUIPMENT
10210451	TOYOTA MOTOR CORPORATION	TOYOTA	TUNDRA	2005	EQUIPMENT

TL*THE CONTACT OWNS A 2007 TOYOTA PRIUS. WHILE DECELERATING FROM 25 MPH, THE VEHICLE BEGAN ACCELERATING. THE CONTACT DEPRESSED THE BRAKE PEDAL, HOWEVER, THE ACCELERATION CONTINUED. THE VEHICLE THEN DROVE OVER A CURB, STRUCK SOME BUSHES, DROVE DOWN AN E
UNCONTROLLED ACCELERATION OF A 2006 LEXUS GS 300 OCCURRED DURING OVERTAKING OF ANOTHER VEHICLE ON A TWO LANE US HIGHWAY. CAR WAS TOWED TO A LEXUS DEALER (LEXUS OF FT. WAYNE INDIANA) WHERE IT WAS DETERMINED THAT THE DRIVER'S FLOOR MAT WAS JAMMED AGAINST TH
AFTER INSTALLING KRACO FLOOR MATS INTO OUR 2007 TOYOTA CAMRY, WE TOOK A ROAD TRIP. ON THE HIGHWAY, I WAS DRIVING WITH CRUISE CONTROL ON, WHEN SUDDENLY THE CAR BEGAN TO ACCELERATE. I TRIED ADJUSTING THE CRUISE CONTROL WITH THE CRUISE LEVER, AND WHEN THAT D
UNCONTROLLED ACCELERATION OF A 2006 LEXUS GS 300 OCCURRED DURING OVERTAKING OF ANOTHER VEHICLE ON A TWO LANE US HIGHWAY. CAR WAS TOWED TO A LEXUS DEALER (LEXUS OF FT. WAYNE INDIANA) WHERE IT WAS DETERMINED THAT THE DRIVER'S FLOOR MAT WAS JAMMED AGAINST TH
TL*THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHENEVER THE VEHICLE IS DRIVEN, THE FRONT DRIVER SIDE FLOOR MAT SLIDES FORWARD AND BUNCHES UP UNDER THE ACCELERATOR AND BRAKE PEDALS. THE CONTACT STATED THAT THIS COULD CAUSE A CRASH. TOYOTA STATED THAT THEY WER
MECHANICAL CLIP THAT HOLDS FLOOR MAT IN PLACE ON FLOOR BENDS AND DOES NOT HOLD THE FLOOR MAT IN PLACE. THIS CAUSES THE FLOOR MAT TO BECOME LODGED UNDERNEATH THE CLUTCH, BRAKE AND ACCELERATION PEDAL. CAR IS STILL UNDER WARRANTY AND THE DEALER FIXED THIS WI
MECHANICAL CLIP THAT HOLDS FLOOR MAT IN PLACE ON FLOOR BENDS AND DOES NOT HOLD THE FLOOR MAT IN PLACE. THIS CAUSES THE FLOOR MAT TO BECOME LODGED UNDERNEATH THE CLUTCH, BRAKE AND ACCELERATION PEDAL. CAR IS STILL UNDER WARRANTY AND THE DEALER FIXED THIS WI
TRUCK ACCELERATED DUE TO FLOOR MAT SLIPPAGE. *TR

10215609	TOYOTA MOTOR CORPORATION	TOYOTA	TUNDRA	2007	VEHICLE SPEED CONTROL
10217154	TOYOTA MOTOR CORPORATION	TOYOTA	CAMRY	2007	EQUIPMENT
10203221	TOYOTA MOTOR CORPORATION	LEXUS	ES350	2007	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
10214042	TOYOTA MOTOR NORTH AMERICA, INC.	LEXUS	RX330	2005	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
10214042	TOYOTA MOTOR NORTH AMERICA, INC.	LEXUS	RX330	2005	EQUIPMENT
10221149	TOYOTA MOTOR NORTH AMERICA, INC.	TOYOTA	MATRIX	2005	POWER TRAIN:CLUTCH ASSEMBLY
10219777	TOYOTA MOTOR CORPORATION	TOYOTA	AVALON	2008	ELECTRICAL SYSTEM: SOFTWARE

TOYOTA 2007 TUNDRA TWICE ACCELERATED UNCONTROLLABLY DUE TO A STUCK ACCELERATOR ON THE FACTORY FLOOR MATS, WHICH ARE A VERY THICK RUBBER AND DON'T COME WITH SAFETY CLIPS. MAT WAS MOVED BACK BUT FEAR IT MAY SLIDE FORWARD AGAIN. *TR
2007 TOYOTA CAMRY WITH SUDDEN ACCELERATION WITHOUT WARNING. CONSUMER STATES THAT THE VEHICLE SURGED FORWARD WHILE PULLING INTO A PARKING SPACE AND CAME TO REST AFTER HITTING A BUILDING. SHE STATED THERE WAS OVER $8,000 IN DAMAGES. *KB THE CONSUMER STAT
ON TWO PRIOR OCCASIONS THE VEHICLE ACCELERATED FROM SPEEDS BETWEEN 20-30 MPH, TO SPEEDS UP TO 50-60 MPH. ON 9/11/07, THE VEHICLE ACCELERATED AT SPEEDS UP TO 80-90 MPH. WE ARE AWARE OF THE LEXUS NOTIFICATION OF FLOOR MAT INTERFERENCE, SO WE REMOVED THE
TL*THE CONTACT OWNS A 2005 LEXUS RX330. THE CONTACT RECEIVED A RECALL NOTICE REGARDING THE FLOOR MAT CLIPS AND DOES NOT WANT TO MAKE THE TWO HOUR DRIVE TO HAVE THE REPAIR PERFORMED AT LEXUS. THE CONTACT WOULD LIKE TO TAKE HIS VEHICLE TO A TOYOTA DEALER
TL*THE CONTACT OWNS A 2005 LEXUS RX330. THE CONTACT RECEIVED A RECALL NOTICE REGARDING THE FLOOR MAT CLIPS AND DOES NOT WANT TO MAKE THE TWO HOUR DRIVE TO HAVE THE REPAIR PERFORMED AT LEXUS. THE CONTACT WOULD LIKE TO TAKE HIS VEHICLE TO A TOYOTA DEALER
CLUTCH-WAS ALWAYS VERY HARD TO PUT CAR INTO FIRST AND FROM FIRST INTO SECOND. AFTER ONE YEAR, TOOK IT INTO DEALER, WAS TOLD OKAY. AFTER SECOND YEAR, TOOK IT INTO DEALER, TOLD FLOOR MAT TOO THICK. TOOK FLOOR MAT OUT, SAME PROBLEM. AT THIRD YEAR, COULD NOT
MY WIFE WAS TURNING OFF SUNRISE HIGHWAY (WESTBOUND) ONTO THE WELLWOOD AVE RAMP.á FOR SOME UNKNOWN REASON THE ENGINE STARTED TO REV VERY HIGH.á SHE TRY TO STOP, USING THE BRAKES, BUT THE VEHICLE WOULD NOT STOP.á SHE THEN PUT IT INTO PARK AND THE VEHICLE ST

10209325	FORD MOTOR COMPANY	FORD	EXPEDITION	2007	VISIBILITY:GLASS, SIDE/REAR
10218762	TOYOTA MOTOR CORPORATION	TOYOTA	TUNDRA	2007	EQUIPMENT
10218762	TOYOTA MOTOR CORPORATION	TOYOTA	TUNDRA	2007	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
10223450	GENERAL MOTORS CORP.	CHEVROLET	COLORADO	2005	VEHICLE SPEED CONTROL
10219990	HYUNDAI-KIA AMERICA TECHNICAL CENTER INC	KIA	SPECTRA	2005	VEHICLE SPEED CONTROL
10218961	TOYOTA MOTOR CORPORATION	LEXUS	ES350	2007	VEHICLE SPEED CONTROL
10218778	GENERAL MOTORS CORP.	CHEVROLET	EQUINOX	2007	EQUIPMENT
10219581	JAGUAR CARS LTD	JAGUAR	XJ SEDAN	2005	EQUIPMENT

TL*THE CONTACT OWNS A 2007 FORD EXPEDITION. THE REAR WINDOW IN THE LIFTGATE SHATTERED AFTER THE VEHICLE HAD JUST BEEN TURNED OFF. THE FAILURE DAMAGED TWO RUBBER FLOORMATS. THE CURRENT MILEAGE WAS 7,611 AND FAILURE MILEAGE WAS 7,530. UPDATED 3/4/08 *C
TL*THE CONTACT OWNED A 2007 TOYOTA TUNDRA. WHILE THE CONTACT'S HUSBAND WAS DRIVING AT AN UNKNOWN SPEED, THE VEHICLE ACCELERATED BETWEEN APPROXIMATELY 80-100 MPH, CRASHED INTO A TREE AND THE DRIVER WAS KILLED. THE VEHICLE WAS DESTROYED. THE CONTACT BELI
TL*THE CONTACT OWNED A 2007 TOYOTA TUNDRA. WHILE THE CONTACT'S HUSBAND WAS DRIVING AT AN UNKNOWN SPEED, THE VEHICLE ACCELERATED BETWEEN APPROXIMATELY 80-100 MPH, CRASHED INTO A TREE AND THE DRIVER WAS KILLED. THE VEHICLE WAS DESTROYED. THE CONTACT BELI
I WOULD LIKE TO REPORT A RECURRING ┐STUCK THROTTLE┐ PROBLEM I HAVE EXPERIENCED WITH MY 2005 CHEVROLET COLORADO LS CREW CAB Z71 4X4 WITH A 3.5 LITER I5 ENGINE AND AUTOMATIC TRANSMISSION. *TR ON 6/28/06 WHILE SLOWING AND TURNING INTO A PARKING SPOT, MY
I WAS AT A COMPLETE STOP WHEN MY TACHOMETER FOR NO EXPLAINABLE REASON SHOT UP OVER 7000 RPM'S CAUSING MY VEHICLE TO ACCELERATE BEYOND THE BREAKING POINT AND CAUSING ME TO BE INVOLVED IN THREE SEPARATE TRAFFIC ACCIDENTS ALL WITHIN A TWO HOUR TIME PERIOD ON
WE PURCHASED A NEW LEXUS ES 350 18 MONTH AGO. THEY SENT US A RECALL ON THE FLOOR MATS ABOUT HOW THEY WOULD CAUSE VEHICLE TO TAKE OFF. WELL WE DO NOT HAVE THE MATS THAT THEY ARE TALKING ABOUT AND AS OF FRIDAY OUR VEHICLE WILL JUST TAKE OFF ON IT OWN. ITS A
TL*THE CONTACT OWNS A 2007 CHEVROLET EQUINOX. WHILE DRIVING 90 MPH, THE VEHICLE ACCELERATED TO A HIGH SPEED. THE CONTACT DOWNSHIFTED, WHICH CAUSED THE VEHICLE TO DECREASE TO AN APPROPRIATE SPEED. THE FAILURE RECURRED WHEN HE SHIFTED GEARS; HOWEVER, HE
I JUST READ ABOUT TOYOTA RECALLING LATE MODEL DRIVER SIDE FLOOR MATS, DUE TO SLIPPING FORWARD AND INTERFERRING WITH THE ACCELERATOR PEDAL. MY 2005 JAGUAR XJ8L HAS THE SAME PROBLEM. I WAS ABLE TO STOP IN TIME TO AVOID AN ACCIDENT HAPPENING. *TR

10223450	GENERAL MOTORS CORP.	CHEVROLET	COLORADO	2005	EQUIPMENT ADAPTIVE
10216574	GENERAL MOTORS CORP.	SATURN	ION	2004	ELECTRICAL SYSTEM:IGNITION:SWITCH
10216574	GENERAL MOTORS CORP.	SATURN	ION	2004	EQUIPMENT
10221766	DAIMLERCHRYSLER CORPORATION	JEEP	WRANGLER 2-DR 4X4	2007	STRUCTURE:BODY:ROOF AND PILLARS
10221766	DAIMLERCHRYSLER CORPORATION	JEEP	WRANGLER 2-DR 4X4	2007	SEATS
10220108	TOYOTA MOTOR NORTH AMERICA, INC.	LEXUS	ES300	2003	VEHICLE SPEED CONTROL
10221333	HYUNDAI MOTOR COMPANY	HYUNDAI	AZERA	2007	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL

I WOULD LIKE TO REPORT A RECURRING ┐STUCK THROTTLE┐ PROBLEM I HAVE EXPERIENCED WITH MY 2005 CHEVROLET COLORADO LS CREW CAB Z71 4X4 WITH A 3.5 LITER I5 ENGINE AND AUTOMATIC TRANSMISSION. *TR ON 6/28/06 WHILE SLOWING AND TURNING INTO A PARKING SPOT, MY
THIS IS THE THIRD TIME I'VE HAD TO PUSH THIS SATURN INTO THE STREET TO GET OUR OTHER DRIVERS OFF TO WORK. THE FIRST TIME IT WAS ONLY A FEW MONTHS OLD AND WAS TOWED TO THE DEALER. THEY SAID MY FLOORMATS WERE TOO THICK AND NOT GENUINE SATURN PARTS AND CAUSE
THIS IS THE THIRD TIME I'VE HAD TO PUSH THIS SATURN INTO THE STREET TO GET OUR OTHER DRIVERS OFF TO WORK. THE FIRST TIME IT WAS ONLY A FEW MONTHS OLD AND WAS TOWED TO THE DEALER. THEY SAID MY FLOORMATS WERE TOO THICK AND NOT GENUINE SATURN PARTS AND CAUSE
I AM CURRENTLY IN POSSESSION OF A JEEP WRANGLER 2 DOOR WITH A SOFT TOP. THE ONLY PROBLEM WITH THE CAR IS THAT THE SOFT TOP LEAKS LIKE A FAUCET ANYTIME THERE IS RAIN. WHILE AT FIRST I THOUGHT IT TO ONLY BE A NUISANCE, AFTER THE THIRD TIME I BEGAN TO NOTICE
I AM CURRENTLY IN POSSESSION OF A JEEP WRANGLER 2 DOOR WITH A SOFT TOP. THE ONLY PROBLEM WITH THE CAR IS THAT THE SOFT TOP LEAKS LIKE A FAUCET ANYTIME THERE IS RAIN. WHILE AT FIRST I THOUGHT IT TO ONLY BE A NUISANCE, AFTER THE THIRD TIME I BEGAN TO NOTICE
PULLING INTO PARKING SPOT ON LEFT ,ABOUT STOPPED AND THE CAR ACCELERATER VERY FAST FOR ABOUT 30 FEET. BEENING THE SECOND TIME THIS HAS HAPPENED, I WAS AWARE OF WHERE MY FOOT WAS, ON THE BRAKE. LAST OCT. PULLING INTO PARKING SPOT TO LEFT THE SAME THING HAP
I OWN A 2007 AZERA LIMITED WITH 14,000. PURCHASED AUG 2007 FIRST LET ME SAY I LOVE THIS CAR ... HOWEVER !!! THIS IS SCARY: 2 MTHS AGO I WAS ON AN INTERSTATE IN NH AND FLOORED THE ACCELERATOR "KICKED-DOWN) TO PASS... THE CAR ACCELERATED AND WOULD NO

10224719	GENERAL MOTORS CORP.	PONTIAC	GRAND AM	1997	ENGINE AND ENGINE COOLING:COOLING SYSTEM:RADIATOR ASSEMBLY
10220219	HYUNDAI MOTOR COMPANY	HYUNDAI	SONATA	2007	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
10218118	TOYOTA MOTOR CORPORATION	LEXUS	ES350	2007	EQUIPMENT ADAPTIVE
10218118	TOYOTA MOTOR CORPORATION	LEXUS	ES350	2007	VEHICLE SPEED CONTROL
10217292	DAIMLERCHRYSLER CORPORATION	DODGE	STRATUS	1999	OTHER
10217292	DAIMLERCHRYSLER CORPORATION	DODGE	STRATUS	1999	EQUIPMENT
10207010	GENERAL MOTORS CORP.	CHEVROLET	MALIBU	2001	VEHICLE SPEED CONTROL

TL*THE CONTACT OWNS A 1997 PONTIAC GRAND AM. THE CONTACT CONSTANTLY SMELLS ANTIFREEZE AND IT HAS LEAKED ONTO THE FRONT AND BACK FLOORS OF THE VEHICLE. SHE NOTICED THAT THE FLOORS WERE WET, BUT NEVER PAID ATTENTION TO IT UNTIL SHE REMOVED THE FLOORMATS A
ON 3/3/08 I WAS RETURNING HOME FROM PICKING UP MY DAUGHTER FROM SCHOOL. I MADE A LEFT HAND TURN ONTO JONES CHAPEL ROAD AND WHEN I WENT TO ACCELERATE THE CAR FULL THROTTLED ON IT'S OWN. I TRIED MASHING THE BRAKES AND IT ONLY SLOWED MY CAR BY 10 MILES AN HO
ACCELERATION OF VEHICLE ON TWO SEPARATE OCCASIONS ON INTERSTATE NEARLY CAUSING DEATH OR INJURY. COULD NOT STOP VEHICLE. BY THE GRACE OF GOD ONLY MY CAR SUSTAINED INJURY. THE TERROR EXPERIENCED SHOULD NEVER HAVE HAPPENED THE FIRST TIME, LET ALONE TWICE! FI
ACCELERATION OF VEHICLE ON TWO SEPARATE OCCASIONS ON INTERSTATE NEARLY CAUSING DEATH OR INJURY. COULD NOT STOP VEHICLE. BY THE GRACE OF GOD ONLY MY CAR SUSTAINED INJURY. THE TERROR EXPERIENCED SHOULD NEVER HAVE HAPPENED THE FIRST TIME, LET ALONE TWICE! FI
TL*THE CONTACT OWNS A 1999 DODGE STRATUS. THE AFTERMARKET FLOORMATS RISE UNDERNEATH THE BRAKE PEDAL AND CATCH ONTO THE STEERING COLUMN. WHILE DRIVING BETWEEN 2-5 MPH, THE STEERING WHEEL LOCKED DUE TO THE FLOORMAT AND THE CONTACT COULD NOT TURN THE WHEEL
TL*THE CONTACT OWNS A 1999 DODGE STRATUS. THE AFTERMARKET FLOORMATS RISE UNDERNEATH THE BRAKE PEDAL AND CATCH ONTO THE STEERING COLUMN. WHILE DRIVING BETWEEN 2-5 MPH, THE STEERING WHEEL LOCKED DUE TO THE FLOORMAT AND THE CONTACT COULD NOT TURN THE WHEEL
TL*THE CONTACT OWNS A 2001 CHEVROLET MALIBU. THE DRIVER SIDE FLOOR MAT SLIDES BACK AND FORTH. THE FLOOR MAT BLOCKS BOTH THE ACCELERATOR AND BRAKE PEDALS. THE VEHICLE HAS NOT BEEN INSPECTED BY A DEALER. THE FAILURE MILEAGE WAS 12,000 AND CURRENT MILEAG

10207010	GENERAL MOTORS CORP.	CHEVROLET	MALIBU	2001	EQUIPMENT
10222320	TOYOTA MOTOR CORPORATION	LEXUS	ES350	2007	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
10222320	TOYOTA MOTOR CORPORATION	LEXUS	ES350	2007	EQUIPMENT ADAPTIVE
10222517	FORD MOTOR COMPANY	FORD	MUSTANG GT	2005	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL
10219073	FORD MOTOR COMPANY	FORD	TAURUS	2003	VISIBILITY:DEFROSTER/DEFOGGER SYSTEM:WINDSHIELD:BLOWER
10219073	FORD MOTOR COMPANY	FORD	TAURUS	2003	STRUCTURE
10219141	TOYOTA MOTOR CORPORATION	TOYOTA	4RUNNER	2007	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL

TL*THE CONTACT OWNS A 2001 CHEVROLET MALIBU. THE DRIVER SIDE FLOOR MAT SLIDES BACK AND FORTH. THE FLOOR MAT BLOCKS BOTH THE ACCELERATOR AND BRAKE PEDALS. THE VEHICLE HAS NOT BEEN INSPECTED BY A DEALER. THE FAILURE MILEAGE WAS 12,000 AND CURRENT MILEAG
WHILE COMING OUT OF A PARKING LOT,ACCELERATOR PETAL GOT STUCK,CAR ACCELERATED FROM 0-70 IN SECONDS AND COULD NOT SLOW THE VEHICLE DOWN, LEXUS RECENTLY SERVICED CAR FOR MAT RECALL AND DID NOT INSTALL CLIPS ON ALL WEATHER FLOOR MAT, MY INSURANCE IS INVESTIG
WHILE COMING OUT OF A PARKING LOT,ACCELERATOR PETAL GOT STUCK,CAR ACCELERATED FROM 0-70 IN SECONDS AND COULD NOT SLOW THE VEHICLE DOWN, LEXUS RECENTLY SERVICED CAR FOR MAT RECALL AND DID NOT INSTALL CLIPS ON ALL WEATHER FLOOR MAT, MY INSURANCE IS INVESTIG
WHILE GETTING ON THE FREEWAY, THE ACCELERATOR GOT STUCK, TAPPED ON THE GAS PEDAL SEVERAL TIMES TO TRY AND RELEASE IT ..STILL ACCELERATING. RPM'S WAS BURIED IN THE RED ZONE THE WHOLE TIME AND YOU COULD SMELL SOMETHING BURNING. TRIED PRESSING ON THE BRAKES
WITHIN THE LAST MONTH (EARLY FEB. 2008) I HAD NOTICED A SMALL LEAK ON THE PASSENGER SIDE FLOOR MAT AFTER A BRIEF WARMING PERIOD (AND MELTING OF SOME SNOW). THEN JUST LAST WEEK (FEB. 18TH, 2008) MY 1-3 LEVELS OF MY FAN WERE NO LONGER OPERATING. THEN ON F
WITHIN THE LAST MONTH (EARLY FEB. 2008) I HAD NOTICED A SMALL LEAK ON THE PASSENGER SIDE FLOOR MAT AFTER A BRIEF WARMING PERIOD (AND MELTING OF SOME SNOW). THEN JUST LAST WEEK (FEB. 18TH, 2008) MY 1-3 LEVELS OF MY FAN WERE NO LONGER OPERATING. THEN ON F
DRIVING A 2007 TOYOTA 4RUNNER SR5 V6 4 WHEEL DRIVE VEHICLE ON A HIGHWAY AT THE SPEED LIMIT OF 70 MPH. IN THE LEFT LANE (4 LANE HIGHWAY). I SLOWED DOWN TO CHANGE LANES ENTERING THE RIGHT LANE, I THINK APPLYING THE BRAKES TO SLOW DOWN AND MOVE OVER. AS I

10226564	TOYOTA MOTOR CORPORATION	LEXUS	ES350	2007	VEHICLE SPEED CONTROL
10226564	TOYOTA MOTOR CORPORATION	LEXUS	ES350	2007	EQUIPMENT ADAPTIVE
10225439	FORD MOTOR COMPANY	FORD	F150	2005	SERVICE BRAKES, HYDRAULIC:POWER ASSIST:HYDRAULIC:HOSES, LINES/PIPING, AND FITTINGS
10223235	VOLKSWAGEN OF AMERICA, INC	VOLKSWAGEN	PASSAT	1999	UNKNOWN OR OTHER

WHILE DRIVING MY 2007 LEXUS 350 ES ON SATURDAY, MAY 3, I EXPERIENCED UNINTENDED ACCELERATION. MY VEHICLE UNEXPECTEDLY ACCELERATED AND I WAS UNABLE TO SUCCESSFULLY BRAKE OR SHUT OFF THE CAR WITH THE PUSH BUTTON IGNITION. WHILE STRUGGLING TO GAIN CONTRO
WHILE DRIVING MY 2007 LEXUS 350 ES ON SATURDAY, MAY 3, I EXPERIENCED UNINTENDED ACCELERATION. MY VEHICLE UNEXPECTEDLY ACCELERATED AND I WAS UNABLE TO SUCCESSFULLY BRAKE OR SHUT OFF THE CAR WITH THE PUSH BUTTON IGNITION. WHILE STRUGGLING TO GAIN CONTRO
I OWN A 2005 F150 WITH A 5.4 ENGINE. THE TRUCK IS 3 YEARS OLD WITH 49,000 MILES. THE BRAKES FAILED WITHOUT ANY NOTICE OR WARNING. THE DEALER SAYS THAT THE VACUUM HOSE THAT LEADS FROM THE BACK OF THE ENGINE TO THE BRAKE BOOSTER WAS WORN AND NEEDED REPLA
TL*THE CONTACT OWNS A 1999 VOLKSWAGEN PASSAT. WHILE DRIVING APPROXIMATELY 55 MPH IN DRY CONDITIONS, THE ACCELERATOR PEDAL BECAME STUCK. THE VEHICLE ACCELERATED UNCONTROLLABLY OVER 90 MPH. THE CONTACT WAS ABLE TO STOP THE VEHICLE BY APPLYING MAXIMUM PRE

STATEMENT AND Q&A REGARDING NHTSA DEFECT PETITION FOR ALLEGED TACOMA ENGINE SURGE

(Information as of 05-27-08 v7)

Statement:
The National Highway Traffic Safety Administration ("NHTSA") has received a private citizen petition on 2006 and 2007 model year Toyota Tacoma vehicles to open a Preliminary Evaluation (PE) Investigation. The petitioner alleges an engine speed increase without accelerator application. Based upon this request, NHTSA has opened a Defect Petition (DP) to review the petitioner's claim and determine whether the claim has merit or not. This is not a Preliminary Evaluation (PE) Investigation or a recall.

Q1: When did NHTSA receive the petition?
A1: NHTSA received the private citizen petition on January 18, 2008.

Q2: When did NHTSA begin its Defect Petition process?
A2: NHTSA opened the Defect Petition on January 31, 2008. Toyota received the NHTSA Defect Petition inquiry letter on February 8, 2008.

Q2a: Is this a recall?
A2a: No. Any private citizen may petition NHTSA to open a Preliminary Evaluation on any vehicle and allegation. The Defect Petition process is NHTSA's formalized procedure to review the private citizen's claim and determine whether it may have merit or not. If NHTSA determines that the claim may have merit, they will open a Preliminary Evaluation.

Q2b: But this is like a Defect Investigation right?
A2b: No. Any private citizen may petition NHTSA to open a Preliminary Evaluation on any vehicle and allegation. The Defect Petition process is NHTSA's formalized procedure to review the private citizen's claim and determine whether it may have merit or not. If NHTSA determines that the claim may have merit, they will open a Preliminary Evaluation.

Q2c: Will this Defect Petition lead to a recall?
A2c: Any private citizen may petition NHTSA to open a Preliminary Evaluation on any vehicle and allegation. The Defect Petition process is NHTSA's formalized procedure to review the private citizen's claim and determine whether it may have merit or not. If NHTSA determines that the claim may have merit, they will open a Preliminary Evaluation. Therefore, it is premature to comment.

Q3: What vehicles are involved in the Defect Petition?
A3: The private citizen submitted the petition on 2006 and 2007 model year Toyota Tacoma vehicles.

Q4: How many vehicles are involved in the NHTSA Defect Petition Investigation?
A4: There are approximately 196,000 2006 and 166,000 2007 model year Toyota Tacoma vehicles manufactured for sale in the United States.

Q4a: If Toyota conducts a recall how many vehicles will be impacted?
A4a: The Defect Petition process is NHTSA's formalized procedure to review the private citizen's claim and determine whether it may have merit or not. If NHTSA determines that the claim may have merit, they will open a Preliminary Evaluation. Therefore, it is premature to comment.

Q4b: When was the current generation Tacoma introduced?
A4b: The current generation Tacoma was introduced in November, 2004, as a '05 model year vehicle.

Q4c: How many current generation Tacoma vehicles have been manufactured?
A4c: As of April, 2008, approximately 616,000 Tacoma vehicles have been manufactured.

Q4d: If Toyota conducts a recall will all 616,000 vehicles be involved?
A4d: The Defect Petition process is NHTSA's formalized procedure to review the private citizen's claim and determine whether it may have merit or not. If NHTSA determines that the claim may have merit, they will open a Preliminary Evaluation. Therefore, it is premature to comment.

Q5: What prompted NHTSA to open the Defect Petition?
A5: NHTSA received a defect petition letter from a private citizen alleging unintended acceleration of their 2006 model year Toyota Tacoma. The purpose of the Defect Petition is to review the petitioner's claim and determine whether the claim has merit or not.

Q5a: A few months ago an investigative reporter (Jeremy Finley) did a story about the "Feds to inspect Tacoma vehicles." Did this investigation result from that story?
A5a: No. NHTSA received a private citizen defect petition letter alleging unintended acceleration of their 2006 model year Toyota Tacoma. The purpose of the Defect Petition is to review the petitioner's claim and determine whether the claim has merit or not.

Q5b: Didn't NHTSA already conduct an investigation on the Toyota Tacoma Accelerator Control System?
A5b: No. NHTSA has not previously opened a formal investigation to look into these allegations. However, NHTSA did conduct a confirmation test on the 2007 model year Toyota Tacoma for Federal Motor Vehicles Safety Standards (FMVSS) 124 Accelerator Control Systems. Toyota fully cooperated with the agency to support their testing efforts. As a result of the testing, Toyota met all aspects of the Safety Standards' requirements.

Q5c: Didn't NHTSA conduct a test of these vehicles?
A5c: In November, 2007, NHTSA conducted FMVSS 124 Accelerator Control Systems testing.

Q5d: What is a FMVSS 124 Accelerator Control System test?
A5d: The FMVSS 124 standard establishes requirements for the return of a vehicle's throttle to the idle position when the driver removes the actuating force from the accelerator control, or in the event of a severance or disconnection in the accelerator control system as specified in the FMVSS 124 standard. As a result of the testing, Toyota met all aspects of the Safety Standards' requirements.

Q6: What seems to be the source of the problem?
A6: It is premature to comment. The purpose of the Defect Petition is to review the petitioner's claim and determine whether the claim has merit or not. If NHTSA determines that the claim may have merit, they will open a Preliminary Evaluation.

Q7: Is this complaint the only one that you are aware of that has experienced this problem?
A7: In addition to the complaint reported in the Defect Petition, NHTSA indicated that they have received a total of 32 consumer complaints.

Q7a: Toyota's response to the NHTSA Defect Petition seems to indicate there are 478 complaints related to unintended acceleration. Is this correct?
A7a: The allegations which are the subject of the Defect Petition are broad. Hence, the criteria we were given to extract information from different sources was also broad. Therefore the complaints include applications where the engine idle speed increase, for example, due to activation of the vehicle's air conditioner, when other equipment is turned on and a load is placed on the alternator, the increase in idle speed when the engine is started in cold temperatures, as well as other "normal" reasons.

Q7b: How many of the 478 complaints are related to unintended acceleration?

A7b: As the Defect Petition process is ongoing, Toyota can not provide further specifics at this time.

Q8: Is this a recall?
A8: No. This is not a recall. The purpose of the Defect Petition is to review the petitioner's claim and determine whether the claim has merit or not.

Q9: Didn't Toyota just recall Camry and Lexus ES 350 vehicles for an Accelerator Control System problem?
A9: The Toyota Camry and Lexus ES 350 All Weather Floor Mat Equipment recall involved the Toyota Camry and Lexus ES 350 All Weather Floor Mats designed specifically for the driver's seating position in certain 2007 and early 2008 model year vehicles. In this case, if the optional Toyota Camry or Lexus ES 350 All Weather Floor Mat (either by itself or if it is placed on top of the existing carpeted floor mat) is not secured by the retaining hooks and the mat moves forward, it may interfere with the accelerator pedal returning to the idle position. If the mat is properly secured, it will not interfere with the accelerator pedal.

Q10: Is the Toyota Tacoma equipped with the All Weather Floor Mat of a similar design?
A10: The Toyota Tacoma All Weather Floor Mat is an optional accessory. Although the overall look of the Toyota Tacoma All Weather Floor Mat may appear similar to the Lexus ES 350 and Toyota Camry All Weather Floor Mats, differences in the shape, topographical features, and relation to vehicle interior components make them quite different.

Q11: Have you had any complaints other than this one Defect Petition, and have you had any other lawsuits related to Toyota Tacoma's throttle control system issue?
A11: The complaint that prompted NHTSA's Defect Petition was received by NHTSA. Toyota will cooperate fully with the agency to study this complaint.

Q12: What if customers have questions or safety concerns regarding this issue, should they go to their dealer?
A12: We remain confident in the safety of these vehicles, but if customers have any concerns at all they should feel free to contact our Toyota customer Experience Center.
Toyota Customer Experience Center - 1.800.331.4331

From:	Chris Santucci/=WDC/Toyota_NY.	Sent:5/27/2008 1:06 PM.
To: [-]	jquandt@nhtsa.dot.gov.	
Cc: [-]	syon@nhtsa.dot.gov;Christopher Tinto/=WDC/Toyota_NY@Toyota_NY.	
Bcc: [-]	Michiteru Kato/=HINPO/TMC0@TMC0@TMCE@TOYOTA.	
Subject:	Request for Extension of the Due Date: IR Letter for PE08025 IR letter.	

Jeff,

This email is being sent to request an extension of the due date of the IR response for PE08-025, an investigation into the Sienna minivan for unwanted acceleration. Due to the Golden Week holiday in Japan, our offices were closed and unable to work on the data collection necessary for this response, delaying our analysis. In addition, some investigation work is currently scheduled to be completed in early June that we believe is important for our assessment of the alleged defect. Finally, as you know, unwanted acceleration issues are difficult to accurately identify based on a complaint database that includes many reports of minor driveability/hesitation/surge type issues, which is delaying the data collection efforts. The response is due June 4.

As such, we propose submitting a partial response on June 11 which includes the production information (Q1), field information (Q2, Q3, Q4), warranty information (Q5, Q6), service bulletin information (Q7), and service parts and supplier information (Q10). Then we would like to submit the final response on June 25 which includes information on our internal activities (Q8), design changes (Q9), the RX and Highlander recall (Q11) and our assessment of the alleged defect (Q12). We appreciate your assistance with this matter. If you have any questions, please let me know.

Regards,

Chris Santucci - Assistant Manager
Technical and Regulatory Affairs
Toyota Motor North America, Inc.
Ofc (202) 463-6856 Cell (202) 651-1581 Fax (202) 463-8513
email: Chris_Santucci@tma.toyota.com

Note: We cannot receive attachment extensions listed below.
.exe, .com, .pif, .scr, .cmd, .bat, .vbs, .lnk, .htm, .html, .shs, or .zip

From:	Irv Miller/=Exec/=TMS/Toyota.	Sent:6/10/2008 7:17 AM.
To: [-]	Christopher Tinto/=WDC/Toyota_NY@Toyota_NY.	
Cc: [-]	.	
Bcc: [-]	.	
Subject:	.	

Can you provide a list of vehicles (all manufacturers) that have had "sudden acceleration" complaint files with NHTSA in the last 5 years?

Irv Miller
Group Vice President, Corporate Communications
Toyota Motor Sales, Inc
19001 S. Western Ave.
Torrance, CA 90509

From:	<Scott.Yon@dot.gov>.	Sent:9/2/2008 9:39 AM.
To: [-]	<CSantucci@tma.toyota.com>.	
Cc: [-]	<ctinto@tma.toyota.com>;<Jeff.Quandt@dot.gov>.	
Bcc: [-]	.	
Subject:	RE: DP08001.	

Chris,

The notice is scheduled to publish tomorrow but it is currently publically available at archives.gov, copy attached fyi.

Scott

From: CSantucci@tma.toyota.com [mailto:CSantucci@tma.toyota.com]
Sent: Tuesday, September 02, 2008 11:00 AM
To: Quandt, Jeff <NHTSA>
Cc: ctinto@tma.toyota.com; Yon, Scott <NHTSA>
Subject: RE: DP08001

Jeff,

We saw this on the ODI website. Is the Federal Register notice available?

Regards,

Chris Santucci - Assistant Manager
Technical and Regulatory Affairs
Toyota Motor North America, Inc.
Ofc (202) 463-6856 Cell (202) 651-1581 Fax (202) 463-8513
email: Chris_Santucci@tma.toyota.com

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Denial of Motor Vehicle Defect Petition

AGENCY: National Highway Traffic Safety Administration, (NHTSA), Department of Transportation.

ACTION: Denial of a petition for a defect investigation.

SUMMARY: This notice sets forth the reasons for the denial of a petition (Defect Petition DP08-001) submitted by [redacted] to NHTSA's Office of Defects Investigation (ODI) by letter dated January 10, 2008, under 49 U.S.C. § 30162. The Petition requests that the agency commence a proceeding to determine the existence of a defect related to motor vehicle safety within the electronically actuated throttle control system that is allegedly causing sudden and uncontrolled acceleration in model year (MY) 2006 to 2007 Toyota Tacoma pickup trucks (vehicles).

After conducting a technical review of the material cited and provided by the petitioner and other information, and taking into account several considerations, including, among others, allocation of agency resources, agency priorities, and the likelihood that additional investigation would result in a finding that a defect related to motor vehicle safety exists, NHTSA has concluded that further investigation of the issues raised by the petition is not warranted. The agency accordingly has denied the petition.

FOR FURTHER INFORMATION CONTACT:

Mr. Scott Yon, Vehicle Control Division, Office of Defects Investigation, NHTSA, 1200 New Jersey Avenue, SE, Washington, DC 20590. Telephone 202-366-0139.

SUPPLEMENTARY INFORMATION:

I. INTRODUCTION

Interested persons may petition NHTSA requesting that the agency initiate an investigation to determine whether a motor vehicle or item of replacement equipment does not comply with an applicable Federal motor vehicle safety standard or contains a defect that relates to motor vehicle safety. 49 CFR § 552.1. Upon receipt of a properly filed petition, the agency conducts a technical review of the petition, material submitted with the petition, and any additional information. § 552.6. After considering the technical review and taking into account appropriate factors, which may include, among others, allocation of agency resources, agency priorities, and the likelihood of success in litigation that might arise from a determination of a noncompliance or a defect related to motor vehicle safety, the agency will grant or deny the petition. § 552.8.

II. DEFECT PETITION BACKGROUND INFORMATION

The Petitioner, [redacted] of Helena, Montana, purchased a new model year (MY) 2006 Toyota Tacoma pickup (VIN 5TEUU42N26Z[redacted] Petitioner's vehicle) on May 10, 2006. The vehicle is equipped with a V6 engine (4.0 L, 1GR-FE), five speed automatic transmission, air conditioning (A/C), cruise control, antilock brakes (ABS), limited slip rear differential, and four-wheel drivetrain (4WD), and was manufactured in April 2006. The Petitioner's vehicle is also equipped with an electronically actuated throttle control system[1]. The Petitioner is the primary driver of the Petitioner's vehicle and he drove the vehicle for approximately 24,500 miles without experiencing a problem with the throttle control system.

On the morning of January 5, 2008, the Petitioner and his wife drove the vehicle to a cross-country skiing area about 100 miles from their home. After skiing several hours, they returned home

[1] The design of the Tacoma throttle control system is similar to that reviewed in PE04-021. Interested persons can refer to this investigation for more information on the basic design and operation of the system.

on Rt. 141. During the return trip, the Petitioner pulled off the road and stopped briefly at the intersection with Rt. 271. The transmission was placed in Park and the engine was left running.

When the Petitioner was ready to resume the trip south on Rt. 141, he engaged Drive and allowed the vehicle to move forward under its own power (without accelerator pedal application). As he approached the intersection, and while braking and checking for oncoming traffic, he sensed that the vehicle was not slowing as expected from the brake application.[2] He struggled with the vehicle for about 10 seconds, continuing to press on the brake, before regaining control of the vehicle. By this time the vehicle had moved about 7 to 10 meters beyond where the Petitioner had intended to stop, coming to rest in the southbound lane of Rt. 141. He was alarmed by the event and wasn't quite sure what had happened. However, he could not identify a specific problem with his vehicle, so he continued driving.

When the Petitioner arrived at his home, he began to back the vehicle into his short driveway.[3] While steering the vehicle into the driveway and using the brake to regulate the vehicle speed, the Petitioner reports that the vehicle began to accelerate suddenly in the rearward direction. He applied the brakes forcefully, which slowed the vehicle,[4] but he was concerned that he was nearing the garage door. He concluded that his vehicle was out of control and, fearing a crash, he turned the ignition switch off. He estimates the duration of this event was approximately 10 seconds. He subsequently restarted the vehicle and it operated normally.

Due to the similarity with his earlier incident, and since both incidents had occurred within a two hour period, he suspected that a defect with his vehicle was the likely cause. He conducted some research, including finding some related news articles and news broadcasts via web research that

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[2] His wife also recognized that the vehicle was not stopping as she had expected, or that something was wrong, and she asked her husband what was going on.
[3] There is a slight grade that would allow the vehicle to reverse without accelerator application.
[4] The Petitioner states his vehicle's rear wheels were spinning freely as he recalls hearing the sound of gravel hitting the inside of the rear wheel wells.

reported similar occurrences on other MY 2006 and 2007 Tacoma vehicles. He also found the NHTSA website, where he filed his Vehicle Owner Questionnaire (VOQ) report (ODI 10214130) and conducted a VOQ search for other Tacoma reports similar to his. His search identified a number of reports for MY 2006 and 2007 Tacoma vehicles that he considered similar to the incidents he had experienced, as well as a small number of reports for peer vehicles (non-Toyota) of similar age, usage, and design type.

The Petitioner took his Tacoma to a local Toyota dealer on January 7, 2008, advised it of the two incidents he had experienced, and requested that they inspect the vehicle for a potential problem or defect that caused the unintended accelerations. The dealership tested the vehicle, inspected the air intake, throttle and accelerator pedal wiring, and checked for any stored diagnostic codes or service messages in the engine control unit. The dealer also checked for any pertinent bulletins or "health" updates. The dealer could not duplicate the unintended acceleration, no codes were stored and no bulletins or updates were available. No repairs were made and the vehicle was returned to the Petitioner.

The Petitioner filed a Defect Petition (DP) with NHTSA that was received in NHTSA on January 18, 2008. The petition identified his previous VOQ and discussed his research on Tacoma and peer vehicle VOQs with throttle control complaints. He requested that NHTSA open an investigation into sudden and uncontrolled acceleration on the MY 2006 and 2007 Toyota Tacoma vehicles. In a letter to Toyota dated January 25, 2008, the Petitioner described the two "spontaneous and uncommanded sudden acceleration incidents in the span of less than two hours" and the results of his search for related complaints on the NHTSA website. The letter takes issue with Toyota's response to his and other complaints of sudden acceleration and requests that Toyota conduct a "full and complete investigation of the defect" in his Tacoma.[5]

[5] See www.safercar.gov under VOQ report ODI 10214130 to view the 1/25/2008 letter.

ODI contacted the Petitioner on January 24, 2008, to advise that we received his petition. During this call, ODI staff briefly reviewed the specifics of the two incidents the Petitioner reported and requested that he provide the ODI numbers of the reports he identified in his petition for both the Toyota and non-Toyota vehicles. During this conversation, the Petitioner confirmed his assessment that during both incidents, his vehicle's brake system had functioned properly and that the cause of the incidents was a failure of the throttle control system, specifically that the throttle control system opened the throttle without accelerator pedal application. In other words, the vehicle self-accelerated. In his opinion, this acceleration made the vehicle difficult to control and unsafe to operate.

The Petitioner provided a list of 37 VOQ reports via email, 33 for Toyota Tacoma, including the Petitioner's report ODI 10214130, and four for non-Toyota pickups[6]. The Toyota Tacoma reports included 16 reports on MY 2006 and 17 reports on MY 2007 Tacoma. ODI notes that two reports (10180652 and 10181486) were submitted by the same complainant, and one (10184332) was submitted by a Canadian consumer.

In response to the petition, ODI opened Defect Petition (DP) 08-001 on January 31, 2008. ODI sent an Information Request (IR) letter to Toyota on February 8, 2008, with a response due date of March 28, 2008. The IR letter sought information relating to a range of potential consumer complaints and defined the MY 2004[7] to 2008 Tacoma models as the subject vehicles.[8] Toyota requested and was granted extensions to the original response date, with partial submissions made on

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[6] ODI numbers for MY 2006 Tacoma: 10152011, 10172030, 10183012, 10184332 (Canadian vehicle), 10184375, 10184416, 10184759, 10185253, 10186996, 10191371, 10201595, 10202727, 10211100, 10212718, 10214130, 10215598. For MY 2007 Tacoma: 10180652, 10181411, 10181486 (same complainant as 10180652), 10182045, 10187789, 10197535, 10198196, 10199820, 10201655, 10202283, 10207528, 10208120, 10208868, 10208890, 10212294, 10212602, 10212656. For non-Toyota products: 10166548, 10183144, 10199048, 10203722.

[7] The MY 2004 vehicles are an earlier design version that used different engines and body style.

[8] This was done to ensure a comprehensive sample of the types of complaints Toyota received.

the agreed upon dates, and the submission was completed on April 25, 2008.[9] Toyota also conducted a technical meeting with ODI on May 21, 2008.

III. NHTSA REVIEW – VOQ DATA

ODI began its assessment of the petition by attempting to contact each of the persons who had submitted a VOQ report on a Tacoma, as identified by the Petitioner. We interviewed 26 of the 31 consumers.[10] In the interviews, consumers described events that could be attributed to a throttle control system issue. Their concerns stemmed from a variety of vehicle operating conditions and driving circumstances. Some owners described events similar to the Petitioner's allegations, in that unintended acceleration occurred on vehicles equipped with an automatic transmission while slowing or stopped. Other complainants described unintended acceleration that was minor in comparison to the events that the Petitioner described. Other owners described events that varied significantly from what the Petitioner reported. For example, some consumers described events that occurred on manual transmission vehicles at highway speeds when the clutch was depressed, while others reported that a condition only occurred after the accelerator pedal had been depressed significantly (intentionally) or only when the cruise control or A/C system was engaged. Some consumers reported events occurring when more than one of these conditions was present.

After the initial interviews, ODI elected to expand its analysis to include a broader representation of Tacoma reports in the VOQ complaint database. Noting that the DP subject vehicles were of a consistent design type (generation) from MY 2005 through MY 2008,[11] we searched the complaint database to identify all reports potentially involving the throttle control system for MY 2005 and later Tacoma vehicles. Table 1 shows the number of Tacoma VOQ reports, by MY, that include an allegation possibly related to the throttle control system. We attempted to

[9] Some portions of the response were submitted with a request for confidentiality
[10] The five remaining consumers failed to respond to requests for an interview, or could not be contacted.
[11] At MY 2005, the Tacoma vehicle line underwent a major design revision from the MY 2004 vehicle, with a new body style and powertrain being introduced.

interview each person who submitted a report. We have interviewed 64 of these 97 consumers (about 66%).

MY:	2005	2006	2007	2008	Totals
Complaints	18	36	38	5	97

Table 1: Unique Tacoma Throttle Control System Complaints, through 5/31/2008

As shown in Table 1, there were fewer reports for MY 2005 Tacoma reports than for MY 2006 and 2007. When vehicles share a common design configuration over more than one model year, there typically tends to be higher rates of reports on the older vehicles than the newer ones. The trend found here may reflect an abnormal variability or another factor such as more recent publicity.

Based on the report descriptions and the interviews conducted, ODI separated the consumer complaints into (1) those that may involve the throttle control system, (2) those that did not relate to the throttle control system (or that relate to a different system or component), and (3) those that we could not categorize, often because of limited information. The analysis revealed that some VOQs implicate more than one of the above issues, resulting in a total of 104 discrete complaints in these three categories.

Of the 104 complaints, 59 relate or may relate to the throttle control system. These complaints include allegations of high idle speed on cold start; short duration (less than one second), small magnitude vehicle surges while the vehicle is at rest and in gear (possibly related to A/C system operation); excessive engine speed and transmission downshifts when the cruise control is engaged and the vehicle encounters an uphill grade; and failure of the engine to return to "idle" in a normal manner while at highway speeds when the clutch is depressed for shifting (termed by Toyota as "catalyst protection").

Regarding the vehicle's throttle control system, we note that NHTSA's Office of Vehicle Safety Compliance (OVSC) conducted testing on a MY 2007 Tacoma for compliance with Federal Motor Vehicle Safety Standard (FMVSS) No. 124, **Accelerator Controls** in September 2007. In a November 23, 2007, report, OVSC indicated that the Tacoma throttle control system is compliant with the requirements set forth in FMVSS No. 124.[12] OVSC completed this testing prior to the opening of DP08-001.

Of the 59 complaints that may be related to the vehicle's throttle control system, two of the complaints (about three percent) related to high idle speed on cold start. None of these reports allege a crash or injury. NHTSA's Vehicle Research and Test Center (VRTC) conducted testing to compare two MY 2008 Tacoma (four- and six-cylinder engines with automatic transmissions) to 15 other non-Tacoma vehicles. The objective was to determine the engine RPM and the sustaining brake pedal force (effort required to maintain a stationary position) during cold start.[13] For the vehicles tested, the Tacoma idle speeds and pedal forces were both above the average of the 17 vehicles tested but within the range of values measured.

Thirty-seven of the 59 complaints (about 63 percent) related to a short duration, small magnitude vehicle surge increase while the vehicle is at rest and in gear. None of these reports allege a crash or injury. In assessing the safety consequence of these at-rest surge complaints, we note first that these events occur only on vehicles equipped with automatic transmissions. Like many other vehicles, the Tacoma idle speed varies depending on whether the A/C compressor is engaged. We note also that the A/C compressor operates when the front windshield defroster is enabled, regardless of the state of the A/C compressor switch.

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[12] See http://nhthqnwws111.odi.nhtsa.dot.gov/acms/docservlet/Artemis/Public/OVSC/2007/ Test%20Reports/ TRTR-639126-2007.PDF for vehicle specification, test results, and details on obtaining more information.

[13] This work was completed prior to the opening of DP08-001 also.

In our IR to Toyota, we asked the company to explain the functionality of the Tacoma A/C system and how it affects the idle speed. According to Toyota's response, there is a modest increase in idle speed when the AC compressor engages. With this functionality, it is possible for the vehicle to inch forward if, after it is stopped and in gear, the driver applies only enough braking to prevent the vehicle from rolling forward under normal conditions without the A/C engaged and the A/C compressor subsequently engages. However, a small additional brake force suppresses this forward movement.

Some of these 37 consumers, typically those with 4WD, reported that within about five seconds after stopping the vehicle, they experienced a surge that felt like a sharp jolt in the vehicle as though a following driver had tapped the rear bumper (some consumers reported looking in the rearview mirror to see if this was the case). The duration of the jolt was very short (< 1 second), would occur only once per stop, and occurred randomly—perhaps on a weekly basis or less frequently. Consumers did not report a simultaneous change in engine speed, so it is unclear if this issue involves the vehicle's throttle control system[14]. We were not able to simulate this event on a vehicle. However, to the extent that these events could be related to the throttle control system, we note that consumers reported they easily controlled vehicle movement with normal brake force.

Eleven of the 59 complaints (about nineteen percent) involve excessive engine speed and transmission downshifts when the cruise control is engaged and the vehicle encounters an uphill grade. None of these reports allege a crash or injury. We note that this occurs only on vehicles equipped with automatic transmissions and cruise control, and that it appears to be more prevalent on the four cylinder models. We identified VOQ report ODI 10183271 that provided detailed information regarding this issue. The report states that while on the interstate with the cruise control engaged and set within a speed range of about 65 to 75 miles per hour, if the vehicle encounters an

[14] Some consumer's have alleged that the vehicle's drivetrain or suspension causes the condition.

uphill grade, the vehicle will first downshift to a lower gear, then apply additional throttle, resulting in the engine revving to a high RPM.[15] The VOQ alleges that the combined effect of downshifting then opening the throttle can cause a yaw or loss of control condition and that a crash could result, and that a near crash incident occurred on one occasion.[16]

We interviewed this consumer[17] and discussed the results of testing conducted on his vehicle by a local Toyota dealer. He provided a description of what he learned from Toyota's testing, and agreed to allow us to inspect his vehicle. We met with him on March 12, 2008, and test drove the vehicle on local interstates where he had previously experienced the alleged event. We connected a commercially available test device to the vehicle's diagnostic connector to monitor throttle and transmission data. We confirmed that when the vehicle cruise control is set to a specific speed range and it encounters an incline, the transmission will downshift to second gear and the engine will rev to a high RPM. However, we could not confirm that the transmission downshift preceded the throttle application. To the contrary, the data showed that the transmission downshift was in response to throttle opening, similar to what would occur if the operator were to manually apply the accelerator pedal under similar circumstances (same speed range, on an incline). We do not perceive a significant safety risk related to this phenomenon.

Nine of the 59 complaints (about 15 percent) relate to an alleged failure of the engine to return to "idle' in a normal manner while at highway speeds when the clutch is depressed for shifting (what Toyota describes as catalyst protection). One of these reports alleges a crash with no injury, as discussed below. We note first that this event only occurs on vehicles equipped with four cylinder engines and manual transmission. The condition is typically described in reports as a failure of the

[15] He states that he met with a Toyota technical representative and observed the results of test work they conducted. The consumer claims that the test results verified the system operated in the manner described in his report, though he did not obtain copies of the test results.
[16] See the VOQ report ODI 10183271 for details of the near loss of control incident that was alleged.
[17] The complainant is an engineer who owns a four cylinder Tacoma with automatic transmission.

engine to return to normal idle speed and an increase in engine speed that occurs when the clutch is depressed while shifting from 4th to 5th gear (see ODI 10150731, 10157923, 10175527, and 10208505).

In its IR response, Toyota described the system used on four cylinder vehicles to protect the long-term durability of the catalytic converter, a component of the emissions control system. Toyota reported that under certain operating conditions and when the accelerator pedal is not being depressed (i.e., an overrun condition), the vehicle's catalytic converter can be damaged if there is inadequate air flow through the engine. In simplified terms, the throttle control system opens the throttle without driver input to provide a minimal airflow through the engine. This can produce a temporary elevated idle speed if the clutch is depressed. However, according to Toyota's IR response, the air flow increase by the throttle control system is limited so that it does not result in a net power output to the vehicle. Toyota advised that while increased air flow diminishes engine braking (deceleration caused by engine drag in an overrun condition), it cannot produce vehicle acceleration.

VRTC testing of a MY 2006 Tacoma equipped with a four cylinder engine and manual transmission verified that the catalyst protection feature operated as Toyota described.[18] We confirmed that the strategy is only implemented when the transmission is in 4th or 5th gear and note that when the clutch was depressed we observed free-wheel engine speeds as high as 3,000 RPMs. However, at the road speeds where this occurred (60 to 75 MPH), and with the limited amount of airflow involved, the effect on vehicle control, though perhaps annoying to consumers, did not appear to be consequential.

One VOQ report (ODI 10152011) alleged that this operation caused the operator to lose control of his vehicle and crash on a rural/semi-urban Colorado roadway. However, the road was

[18] Also, Toyota demonstrated this system to ODI during the May 21, 2008, technical meeting.

snow-covered at the time of the crash. Based on the information in the report, the vehicle was travelling at a high speed when the crash occurred (70 MPH on a snow-covered rural/semi-urban road). Since speed and road conditions may have been a factor, the incident described in this report is of little probative value with regard to the alleged defect described in the petition.

Beyond the 59 reports, ODI identified 19 reports that did not relate to the throttle control system, or that relate to a different system or component. Fourteen of these appear to have been caused by floor mat interference with the accelerator pedal, including 4 crashes and 3 injuries. The other five reports were related to dual pedal application, where the operator inadvertently depresses both the accelerator pedal and the brake pedal when intending to apply the brake only. One of these reports alleges a minor crash with no injury (ODI 10221144). These five complaints involve vehicles equipped with automatic transmissions. When dual pedal application occurs, the vehicle moves forward further than the driver intends. During ODI interviews, complainants reported that they had inadvertently applied both the brake and gas pedals at the same time. Three complainants determined this prior to filing VOQs (ODI 10210488, 10221144, and 10223599), one concluded it after filing and disclosed it during the interview (ODI 10208868), and one mentioned that this may have been a factor during our interview (ODI 10198196). To the extent that causes are identified that are not related to the electronic throttle control system but which may raise possible safety defect issues, such as floor mat interference or pedal placement, ODI will continue to examine them as part of our regular screening process and will open investigations if warranted.

In a few reports, consumers questioned the design of the pedal configuration, suggesting that the pedals were too close to one another (lateral separation) or that there was insufficient step-over[19] clearance. We note that, dimensionally speaking, the pedal configuration of the MY 2005 to 2008 Tacoma is typical of other light trucks and passenger vehicles. Some complainants noted that they

[19] This is the difference in the height (distance) of the pedals from the floor board.

had been wearing larger or stiffer than usual shoes, such as work boots, when the dual pedal application occurred, and they reported that this was a factor in the occurrence.

Related to this topic, ODI interviewed the Petitioner and inspected his Tacoma at his home on March 26, 2008. In an earlier interview, the Petitioner advised that he was wearing his cross-country ski boots (shoes) when his two incidents occurred, so we took this opportunity to look at them. The cross country ski shoes (Merrell brand, men's size 9½), unlike down-hill ski boots, are similar in size and width to a work boot with the exception of an extension at the toe of the boot that acts as a binding for the ski. The binding is of the same thickness as the sole of the shoe and it extends forward (outward) from the shoe about 5/8 of an inch. During a test drive, we noted that the Petitioner used his right foot to operate the brake and gas pedal, and that he lifts and relocates his foot when he transitions from one pedal to another[20].

Considering that the shoes may have played a role in his incidents, we discussed the issue of dual pedal application with the Petitioner. He noted that he skied two to three times per year, that he typically drove with his ski shoes on to save time at the ski facility, and that he had never had a problem before. Additionally, he noted that he had made this same trip using the Tacoma a few times the prior ski season without incident. We asked the Petitioner to assess the vehicle with his ski shoes on to see if he could apply both pedals at the same time and to advise us of his findings. He subsequently reported that it was possible for him to inadvertently hit both pedals while wearing the ski shoes but that his foot had to be in an abnormal orientation for this to occur, one that would be plainly obvious to him. In his estimation this was not the cause of his two incidents.

Finally, for the remaining 26 complaints, these are reports where we have assessed the available information from the complainants, yet we are unable to identify a cause that may be related to the vehicle's throttle control system or, in many cases, *any* specific cause or explanation.

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[20] The toe of the Petitioner's foot is oriented to the right of his heel when he applies either the brake or gas pedal.

These reports allege 13 crashes with four injury allegations (one minor, two moderate, one severe). In some cases, the VOQ was inconclusive and the consumer filing the VOQ could not be contacted for an interview. However, in no instances did the complainants report or allege a specific component failure or replacement, the illumination of a warning indicator, the detection of a stored trouble or fault code, or the identification of any other physical evidence supporting a vehicle-based problem. The incidents occur randomly and are therefore unable to be reproduced for testing or further analysis[21].

IV. NHTSA REVIEW - TOYOTA IR RESPONSE DATA

ODI reviewed the information Toyota provided in its IR response for the MY 2005 to 2008 vehicles.[22] We reviewed the population data and provide the number of vehicles by MY and transmission type in Table 2.

	2005	2006	2007	2008*	Totals
Auto	111,625	152,727	134,665	83,828	482,845
Manual	40,013	42,441	31,156	19,105	132,715
Totals	151,638	195,168	165,821	102,933	615,560

* - partial MY

Table 2: Vehicle Population by MY and Transmission Type.

We reviewed Toyota's responses to several other questions to ensure we fully understood any product or design changes, the studies of issues relevant to the alleged defect conducted by Toyota, the design and operation of the systems that interact with the throttle control system, and Toyota's assessment of the possible problem with the Tacoma throttle control system. We did not identify any

[21] As an example of the type of analysis possible, for the Petitioner's vehicle, we have interviewed the Petitioner (multiple times), interviewed his wife (she was a passenger for one of the incidents), conducted a physical inspection of the Petitioner's vehicle, reviewed the Petitioner's vehicle service and warranty history, test driven the Petitioner's vehicle, and monitored the Petitioner's vehicle diagnostic/control system using a commercially available diagnostic tool; the Petitioner's vehicle has not exhibited another incident as of this date.

[22] We reviewed the MY2004 IR information on a limited basis only so it will not be discussed.

information indicating a product- or component-based issue that could explain or cause a throttle control system failure.

We conducted a limited review of the responses to questions regarding the complaint and warranty data. Our review of the field report, legal claim,[23] and warranty claim data did not identify any concern or trend. We also conducted an analysis of the consumer complaints as described below. Table 3 shows the count of consumer complaints by MY.

	2005	***2006***	***2007***	***2008***	***Total***
Consumer Complaints	176	167	90	13	***446***

Table 3: Consumer Complaint Counts by MY from Toyota's IR Response

We based our review of the Toyota consumer complaints on the information provided in the IR response. We first note that the trend we saw in the VOQ data—that the MY 2006 and 2007 vehicles were over-represented (or MY 2005 was under represented)— does not appear in the consumer complaint data submitted by Toyota. In fact, Toyota's consumer complaint data do not suggest any identifiable reporting trend for any MY(s).

In reading the consumer complaint reports, we noted most were similar to the complaints identified in the VOQ reports. Accordingly, we followed the same approach used for VOQ reports and conducted an analysis of a random sample of consumer complaints. We reviewed 133 reports[24] from MYs 2005 to 2008 and identified 142 separate complaint types. ODI categorized 96 (about 68%) of the complaints as potentially related to the vehicle's throttle control system, 23 (about 16%) as not related to the throttle control system (or related to a different system or component), and 23

[23] The legal claims were duplicative of the consumer reports, which were also reviewed.
[24] We actually reviewed 143 reports but deemed 10 reports fell outside the scope of the alleged defect.

(about 16%) as not permitting us to identify a cause that relates to the vehicle's throttle control system.[25]. These proportions are similar to the VOQ analysis.

For the crashes and injuries reported in the Toyota IR response, we reviewed the reports for the MY 2006 and 2007 Tacoma (since these were the subject of the DP request) where a crash or injury was alleged. From these reports, we identified 33 unique incidents. Eight of these incidents, with three injuries, were duplicates of reports to ODI that we had reviewed. For the remaining 25 reports unique to the Toyota response, we determined that four reports, with no injuries, fell outside the scope of the alleged defect (these involved brake system or other unrelated issues), two involved dual pedal application errors, and six involved other issues not related to the throttle control system. For the remaining 13 crash allegations, with one injury allegation, we were unable to make an assessment of the underlying cause of the crash[26].

CONCLUSION

ODI's review of the petition, assessment of VOQs, interviews of persons who filed VOQs, testing, and review of Toyota's IR response reveals that about three-quarters of the complaints involved various explained aspects of the Tacoma's throttle control system that do not seem to present a significant safety risk under most circumstances, or did not involve a failure of the throttle control system. For the remaining quarter, although there may have been an issue with the throttle control system as one possible explanation, we have been unable to determine a throttle control related or any underlying cause that gave rise to the complaint. For those vehicles where the throttle control system did not perform as the owner believes it should have, the information suggesting a possible defect related to motor vehicle safety is quite limited. In our view, additional investigation

[25] As with the VOQ reports, these consumer complaints did not contain evidence of a vehicle causation but were simply allegations that the vehicle had suffered a throttle control system-related incident. Based on this analysis, we estimate that of the 257 MY 2006 and 2007 Toyota consumer complaints, about 40 would be in this category. This number will be reflected as the manufacturer failure counts in the closing resume for DP08-001.

[26] None of the 25 reports contained any specific evidence of a failure of the throttle control system.

is unlikely to result in a finding that a defect related to motor vehicle safety exists with regard to the Tacoma's throttle control system or a NHTSA order for the notification and remedy of a safety-related defect as alleged by the petitioner at the conclusion of the requested investigation. Therefore, in view of the need to allocate and prioritize NHTSA's limited resources to best accomplish the agency's safety mission, the petition is denied. This action does not constitute a finding by NHTSA that a safety-related defect does not exist. The agency will take further action if warranted by future circumstances.

Authority: 49 U.S.C. 30162(d); delegations of authority at 49 CFR 1.50 and 501.8.

Issued on:

Daniel C. Smith

Associate Administrator

for Enforcement

Billing Code 4910-59-P

[FR Doc. 2008-19994 Filed 09/02/2008 at 8:45 am; Publication Date: 09/03/2008]

From:	<Scott.Yon@dot.gov>.	Sent:9/2/2008 9:39 AM.
To: [-]	<CSantucci@tma.toyota.com>.	
Cc: [-]	<ctinto@tma.toyota.com>;<Jeff.Quandt@dot.gov>.	
Bcc: [-]	.	
Subject:	RE: DP08001.	

Chris,

The notice is scheduled to publish tomorrow but it is currently publically available at archives.gov, copy attached fyi.

Scott

From: CSantucci@tma.toyota.com [mailto:CSantucci@tma.toyota.com]
Sent: Tuesday, September 02, 2008 11:00 AM
To: Quandt, Jeff <NHTSA>
Cc: ctinto@tma.toyota.com; Yon, Scott <NHTSA>
Subject: RE: DP08001

Jeff,

We saw this on the ODI website. Is the Federal Register notice available?

Regards,

Chris Santucci - Assistant Manager
Technical and Regulatory Affairs
Toyota Motor North America, Inc.
Ofc (202) 463-6856 Cell (202) 651-1581 Fax (202) 463-8513
email: Chris_Santucci@tma.toyota.com

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Denial of Motor Vehicle Defect Petition

AGENCY: National Highway Traffic Safety Administration, (NHTSA), Department of Transportation.

ACTION: Denial of a petition for a defect investigation.

SUMMARY: This notice sets forth the reasons for the denial of a petition (Defect Petition DP08-001) submitted by [redacted] to NHTSA's Office of Defects Investigation (ODI) by letter dated January 10, 2008, under 49 U.S.C. § 30162. The Petition requests that the agency commence a proceeding to determine the existence of a defect related to motor vehicle safety within the electronically actuated throttle control system that is allegedly causing sudden and uncontrolled acceleration in model year (MY) 2006 to 2007 Toyota Tacoma pickup trucks (vehicles).

After conducting a technical review of the material cited and provided by the petitioner and other information, and taking into account several considerations, including, among others, allocation of agency resources, agency priorities, and the likelihood that additional investigation would result in a finding that a defect related to motor vehicle safety exists, NHTSA has concluded that further investigation of the issues raised by the petition is not warranted. The agency accordingly has denied the petition.

FOR FURTHER INFORMATION CONTACT:

Mr. Scott Yon, Vehicle Control Division, Office of Defects Investigation, NHTSA, 1200 New Jersey Avenue, SE, Washington, DC 20590. Telephone 202-366-0139.

SUPPLEMENTARY INFORMATION:

I. INTRODUCTION

Interested persons may petition NHTSA requesting that the agency initiate an investigation to determine whether a motor vehicle or item of replacement equipment does not comply with an applicable Federal motor vehicle safety standard or contains a defect that relates to motor vehicle safety. 49 CFR § 552.1. Upon receipt of a properly filed petition, the agency conducts a technical review of the petition, material submitted with the petition, and any additional information. § 552.6. After considering the technical review and taking into account appropriate factors, which may include, among others, allocation of agency resources, agency priorities, and the likelihood of success in litigation that might arise from a determination of a noncompliance or a defect related to motor vehicle safety, the agency will grant or deny the petition. § 552.8.

II. DEFECT PETITION BACKGROUND INFORMATION

The Petitioner, [redacted] of Helena, Montana, purchased a new model year (MY) 2006 Toyota Tacoma pickup (VIN 5TEUU42N26Z[redacted] Petitioner's vehicle) on May 10, 2006. The vehicle is equipped with a V6 engine (4.0 L, 1GR-FE), five speed automatic transmission, air conditioning (A/C), cruise control, antilock brakes (ABS), limited slip rear differential, and four-wheel drivetrain (4WD), and was manufactured in April 2006. The Petitioner's vehicle is also equipped with an electronically actuated throttle control system[1]. The Petitioner is the primary driver of the Petitioner's vehicle and he drove the vehicle for approximately 24,500 miles without experiencing a problem with the throttle control system.

On the morning of January 5, 2008, the Petitioner and his wife drove the vehicle to a cross-country skiing area about 100 miles from their home. After skiing several hours, they returned home

[1] The design of the Tacoma throttle control system is similar to that reviewed in PE04-021. Interested persons can refer to this investigation for more information on the basic design and operation of the system.

on Rt. 141. During the return trip, the Petitioner pulled off the road and stopped briefly at the intersection with Rt. 271. The transmission was placed in Park and the engine was left running.

When the Petitioner was ready to resume the trip south on Rt. 141, he engaged Drive and allowed the vehicle to move forward under its own power (without accelerator pedal application). As he approached the intersection, and while braking and checking for oncoming traffic, he sensed that the vehicle was not slowing as expected from the brake application.[2] He struggled with the vehicle for about 10 seconds, continuing to press on the brake, before regaining control of the vehicle. By this time the vehicle had moved about 7 to 10 meters beyond where the Petitioner had intended to stop, coming to rest in the southbound lane of Rt. 141. He was alarmed by the event and wasn't quite sure what had happened. However, he could not identify a specific problem with his vehicle, so he continued driving.

When the Petitioner arrived at his home, he began to back the vehicle into his short driveway.[3] While steering the vehicle into the driveway and using the brake to regulate the vehicle speed, the Petitioner reports that the vehicle began to accelerate suddenly in the rearward direction. He applied the brakes forcefully, which slowed the vehicle,[4] but he was concerned that he was nearing the garage door. He concluded that his vehicle was out of control and, fearing a crash, he turned the ignition switch off. He estimates the duration of this event was approximately 10 seconds. He subsequently restarted the vehicle and it operated normally.

Due to the similarity with his earlier incident, and since both incidents had occurred within a two hour period, he suspected that a defect with his vehicle was the likely cause. He conducted some research, including finding some related news articles and news broadcasts via web research that

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[2] His wife also recognized that the vehicle was not stopping as she had expected, or that something was wrong, and she asked her husband what was going on.
[3] There is a slight grade that would allow the vehicle to reverse without accelerator application.
[4] The Petitioner states his vehicle's rear wheels were spinning freely as he recalls hearing the sound of gravel hitting the inside of the rear wheel wells.

reported similar occurrences on other MY 2006 and 2007 Tacoma vehicles. He also found the NHTSA website, where he filed his Vehicle Owner Questionnaire (VOQ) report (ODI 10214130) and conducted a VOQ search for other Tacoma reports similar to his. His search identified a number of reports for MY 2006 and 2007 Tacoma vehicles that he considered similar to the incidents he had experienced, as well as a small number of reports for peer vehicles (non-Toyota) of similar age, usage, and design type.

The Petitioner took his Tacoma to a local Toyota dealer on January 7, 2008, advised it of the two incidents he had experienced, and requested that they inspect the vehicle for a potential problem or defect that caused the unintended accelerations. The dealership tested the vehicle, inspected the air intake, throttle and accelerator pedal wiring, and checked for any stored diagnostic codes or service messages in the engine control unit. The dealer also checked for any pertinent bulletins or "health" updates. The dealer could not duplicate the unintended acceleration, no codes were stored and no bulletins or updates were available. No repairs were made and the vehicle was returned to the Petitioner.

The Petitioner filed a Defect Petition (DP) with NHTSA that was received in NHTSA on January 18, 2008. The petition identified his previous VOQ and discussed his research on Tacoma and peer vehicle VOQs with throttle control complaints. He requested that NHTSA open an investigation into sudden and uncontrolled acceleration on the MY 2006 and 2007 Toyota Tacoma vehicles. In a letter to Toyota dated January 25, 2008, the Petitioner described the two "spontaneous and uncommanded sudden acceleration incidents in the span of less than two hours" and the results of his search for related complaints on the NHTSA website. The letter takes issue with Toyota's response to his and other complaints of sudden acceleration and requests that Toyota conduct a "full and complete investigation of the defect" in his Tacoma.[5]

[5] See www.safercar.gov under VOQ report ODI 10214130 to view the 1/25/2008 letter.

ODI contacted the Petitioner on January 24, 2008, to advise that we received his petition. During this call, ODI staff briefly reviewed the specifics of the two incidents the Petitioner reported and requested that he provide the ODI numbers of the reports he identified in his petition for both the Toyota and non-Toyota vehicles. During this conversation, the Petitioner confirmed his assessment that during both incidents, his vehicle's brake system had functioned properly and that the cause of the incidents was a failure of the throttle control system, specifically that the throttle control system opened the throttle without accelerator pedal application. In other words, the vehicle self-accelerated. In his opinion, this acceleration made the vehicle difficult to control and unsafe to operate.

The Petitioner provided a list of 37 VOQ reports via email, 33 for Toyota Tacoma, including the Petitioner's report ODI 10214130, and four for non-Toyota pickups[6]. The Toyota Tacoma reports included 16 reports on MY 2006 and 17 reports on MY 2007 Tacoma. ODI notes that two reports (10180652 and 10181486) were submitted by the same complainant, and one (10184332) was submitted by a Canadian consumer.

In response to the petition, ODI opened Defect Petition (DP) 08-001 on January 31, 2008. ODI sent an Information Request (IR) letter to Toyota on February 8, 2008, with a response due date of March 28, 2008. The IR letter sought information relating to a range of potential consumer complaints and defined the MY 2004[7] to 2008 Tacoma models as the subject vehicles.[8] Toyota requested and was granted extensions to the original response date, with partial submissions made on

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[6] ODI numbers for MY 2006 Tacoma: 10152011, 10172030, 10183012, 10184332 (Canadian vehicle), 10184375, 10184416, 10184759, 10185253, 10186996, 10191371, 10201595, 10202727, 10211100, 10212718, 10214130, 10215598. For MY 2007 Tacoma: 10180652, 10181411, 10181486 (same complainant as 10180652), 10182045, 10187789, 10197535, 10198196, 10199820, 10201655, 10202283, 10207528, 10208120, 10208868, 10208890, 10212294, 10212602, 10212656. For non-Toyota products: 10166548, 10183144, 10199048, 10203722.

[7] The MY 2004 vehicles are an earlier design version that used different engines and body style.

[8] This was done to ensure a comprehensive sample of the types of complaints Toyota received.

the agreed upon dates, and the submission was completed on April 25, 2008.[9] Toyota also conducted a technical meeting with ODI on May 21, 2008.

III. NHTSA REVIEW – VOQ DATA

ODI began its assessment of the petition by attempting to contact each of the persons who had submitted a VOQ report on a Tacoma, as identified by the Petitioner. We interviewed 26 of the 31 consumers.[10] In the interviews, consumers described events that could be attributed to a throttle control system issue. Their concerns stemmed from a variety of vehicle operating conditions and driving circumstances. Some owners described events similar to the Petitioner's allegations, in that unintended acceleration occurred on vehicles equipped with an automatic transmission while slowing or stopped. Other complainants described unintended acceleration that was minor in comparison to the events that the Petitioner described. Other owners described events that varied significantly from what the Petitioner reported. For example, some consumers described events that occurred on manual transmission vehicles at highway speeds when the clutch was depressed, while others reported that a condition only occurred after the accelerator pedal had been depressed significantly (intentionally) or only when the cruise control or A/C system was engaged. Some consumers reported events occurring when more than one of these conditions was present.

After the initial interviews, ODI elected to expand its analysis to include a broader representation of Tacoma reports in the VOQ complaint database. Noting that the DP subject vehicles were of a consistent design type (generation) from MY 2005 through MY 2008,[11] we searched the complaint database to identify all reports potentially involving the throttle control system for MY 2005 and later Tacoma vehicles. Table 1 shows the number of Tacoma VOQ reports, by MY, that include an allegation possibly related to the throttle control system. We attempted to

[9] Some portions of the response were submitted with a request for confidentiality
[10] The five remaining consumers failed to respond to requests for an interview, or could not be contacted.
[11] At MY 2005, the Tacoma vehicle line underwent a major design revision from the MY 2004 vehicle, with a new body style and powertrain being introduced.

interview each person who submitted a report. We have interviewed 64 of these 97 consumers (about 66%).

MY:	2005	2006	2007	2008	Totals
Complaints	18	36	38	5	97

Table 1: Unique Tacoma Throttle Control System Complaints, through 5/31/2008

As shown in Table 1, there were fewer reports for MY 2005 Tacoma reports than for MY 2006 and 2007. When vehicles share a common design configuration over more than one model year, there typically tends to be higher rates of reports on the older vehicles than the newer ones. The trend found here may reflect an abnormal variability or another factor such as more recent publicity.

Based on the report descriptions and the interviews conducted, ODI separated the consumer complaints into (1) those that may involve the throttle control system, (2) those that did not relate to the throttle control system (or that relate to a different system or component), and (3) those that we could not categorize, often because of limited information. The analysis revealed that some VOQs implicate more than one of the above issues, resulting in a total of 104 discrete complaints in these three categories.

Of the 104 complaints, 59 relate or may relate to the throttle control system. These complaints include allegations of high idle speed on cold start; short duration (less than one second), small magnitude vehicle surges while the vehicle is at rest and in gear (possibly related to A/C system operation); excessive engine speed and transmission downshifts when the cruise control is engaged and the vehicle encounters an uphill grade; and failure of the engine to return to "idle" in a normal manner while at highway speeds when the clutch is depressed for shifting (termed by Toyota as "catalyst protection").

Regarding the vehicle's throttle control system, we note that NHTSA's Office of Vehicle Safety Compliance (OVSC) conducted testing on a MY 2007 Tacoma for compliance with Federal Motor Vehicle Safety Standard (FMVSS) No. 124, **Accelerator Controls** in September 2007. In a November 23, 2007, report, OVSC indicated that the Tacoma throttle control system is compliant with the requirements set forth in FMVSS No. 124.[12] OVSC completed this testing prior to the opening of DP08-001.

Of the 59 complaints that may be related to the vehicle's throttle control system, two of the complaints (about three percent) related to high idle speed on cold start. None of these reports allege a crash or injury. NHTSA's Vehicle Research and Test Center (VRTC) conducted testing to compare two MY 2008 Tacoma (four- and six-cylinder engines with automatic transmissions) to 15 other non-Tacoma vehicles. The objective was to determine the engine RPM and the sustaining brake pedal force (effort required to maintain a stationary position) during cold start.[13] For the vehicles tested, the Tacoma idle speeds and pedal forces were both above the average of the 17 vehicles tested but within the range of values measured.

Thirty-seven of the 59 complaints (about 63 percent) related to a short duration, small magnitude vehicle surge increase while the vehicle is at rest and in gear. None of these reports allege a crash or injury. In assessing the safety consequence of these at-rest surge complaints, we note first that these events occur only on vehicles equipped with automatic transmissions. Like many other vehicles, the Tacoma idle speed varies depending on whether the A/C compressor is engaged. We note also that the A/C compressor operates when the front windshield defroster is enabled, regardless of the state of the A/C compressor switch.

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[12] See http://nhthqnwws111.odi.nhtsa.dot.gov/acms/docservlet/Artemis/Public/OVSC/2007/ Test%20Reports/ TRTR-639126-2007.PDF for vehicle specification, test results, and details on obtaining more information.

[13] This work was completed prior to the opening of DP08-001 also.

In our IR to Toyota, we asked the company to explain the functionality of the Tacoma A/C system and how it affects the idle speed. According to Toyota's response, there is a modest increase in idle speed when the AC compressor engages. With this functionality, it is possible for the vehicle to inch forward if, after it is stopped and in gear, the driver applies only enough braking to prevent the vehicle from rolling forward under normal conditions without the A/C engaged and the A/C compressor subsequently engages. However, a small additional brake force suppresses this forward movement.

Some of these 37 consumers, typically those with 4WD, reported that within about five seconds after stopping the vehicle, they experienced a surge that felt like a sharp jolt in the vehicle as though a following driver had tapped the rear bumper (some consumers reported looking in the rearview mirror to see if this was the case). The duration of the jolt was very short (< 1 second), would occur only once per stop, and occurred randomly—perhaps on a weekly basis or less frequently. Consumers did not report a simultaneous change in engine speed, so it is unclear if this issue involves the vehicle's throttle control system[14]. We were not able to simulate this event on a vehicle. However, to the extent that these events could be related to the throttle control system, we note that consumers reported they easily controlled vehicle movement with normal brake force.

Eleven of the 59 complaints (about nineteen percent) involve excessive engine speed and transmission downshifts when the cruise control is engaged and the vehicle encounters an uphill grade. None of these reports allege a crash or injury. We note that this occurs only on vehicles equipped with automatic transmissions and cruise control, and that it appears to be more prevalent on the four cylinder models. We identified VOQ report ODI 10183271 that provided detailed information regarding this issue. The report states that while on the interstate with the cruise control engaged and set within a speed range of about 65 to 75 miles per hour, if the vehicle encounters an

[14] Some consumer's have alleged that the vehicle's drivetrain or suspension causes the condition.

uphill grade, the vehicle will first downshift to a lower gear, then apply additional throttle, resulting in the engine revving to a high RPM.[15] The VOQ alleges that the combined effect of downshifting then opening the throttle can cause a yaw or loss of control condition and that a crash could result, and that a near crash incident occurred on one occasion.[16]

We interviewed this consumer[17] and discussed the results of testing conducted on his vehicle by a local Toyota dealer. He provided a description of what he learned from Toyota's testing, and agreed to allow us to inspect his vehicle. We met with him on March 12, 2008, and test drove the vehicle on local interstates where he had previously experienced the alleged event. We connected a commercially available test device to the vehicle's diagnostic connector to monitor throttle and transmission data. We confirmed that when the vehicle cruise control is set to a specific speed range and it encounters an incline, the transmission will downshift to second gear and the engine will rev to a high RPM. However, we could not confirm that the transmission downshift preceded the throttle application. To the contrary, the data showed that the transmission downshift was in response to throttle opening, similar to what would occur if the operator were to manually apply the accelerator pedal under similar circumstances (same speed range, on an incline). We do not perceive a significant safety risk related to this phenomenon.

Nine of the 59 complaints (about 15 percent) relate to an alleged failure of the engine to return to "idle' in a normal manner while at highway speeds when the clutch is depressed for shifting (what Toyota describes as catalyst protection). One of these reports alleges a crash with no injury, as discussed below. We note first that this event only occurs on vehicles equipped with four cylinder engines and manual transmission. The condition is typically described in reports as a failure of the

[15] He states that he met with a Toyota technical representative and observed the results of test work they conducted. The consumer claims that the test results verified the system operated in the manner described in his report, though he did not obtain copies of the test results.
[16] See the VOQ report ODI 10183271 for details of the near loss of control incident that was alleged.
[17] The complainant is an engineer who owns a four cylinder Tacoma with automatic transmission.

engine to return to normal idle speed and an increase in engine speed that occurs when the clutch is depressed while shifting from 4th to 5th gear (see ODI 10150731, 10157923, 10175527, and 10208505).

In its IR response, Toyota described the system used on four cylinder vehicles to protect the long-term durability of the catalytic converter, a component of the emissions control system. Toyota reported that under certain operating conditions and when the accelerator pedal is not being depressed (i.e., an overrun condition), the vehicle's catalytic converter can be damaged if there is inadequate air flow through the engine. In simplified terms, the throttle control system opens the throttle without driver input to provide a minimal airflow through the engine. This can produce a temporary elevated idle speed if the clutch is depressed. However, according to Toyota's IR response, the air flow increase by the throttle control system is limited so that it does not result in a net power output to the vehicle. Toyota advised that while increased air flow diminishes engine braking (deceleration caused by engine drag in an overrun condition), it cannot produce vehicle acceleration.

VRTC testing of a MY 2006 Tacoma equipped with a four cylinder engine and manual transmission verified that the catalyst protection feature operated as Toyota described.[18] We confirmed that the strategy is only implemented when the transmission is in 4th or 5th gear and note that when the clutch was depressed we observed free-wheel engine speeds as high as 3,000 RPMs. However, at the road speeds where this occurred (60 to 75 MPH), and with the limited amount of airflow involved, the effect on vehicle control, though perhaps annoying to consumers, did not appear to be consequential.

One VOQ report (ODI 10152011) alleged that this operation caused the operator to lose control of his vehicle and crash on a rural/semi-urban Colorado roadway. However, the road was

[18] Also, Toyota demonstrated this system to ODI during the May 21, 2008, technical meeting.

snow-covered at the time of the crash. Based on the information in the report, the vehicle was travelling at a high speed when the crash occurred (70 MPH on a snow-covered rural/semi-urban road). Since speed and road conditions may have been a factor, the incident described in this report is of little probative value with regard to the alleged defect described in the petition.

Beyond the 59 reports, ODI identified 19 reports that did not relate to the throttle control system, or that relate to a different system or component. Fourteen of these appear to have been caused by floor mat interference with the accelerator pedal, including 4 crashes and 3 injuries. The other five reports were related to dual pedal application, where the operator inadvertently depresses both the accelerator pedal and the brake pedal when intending to apply the brake only. One of these reports alleges a minor crash with no injury (ODI 10221144). These five complaints involve vehicles equipped with automatic transmissions. When dual pedal application occurs, the vehicle moves forward further than the driver intends. During ODI interviews, complainants reported that they had inadvertently applied both the brake and gas pedals at the same time. Three complainants determined this prior to filing VOQs (ODI 10210488, 10221144, and 10223599), one concluded it after filing and disclosed it during the interview (ODI 10208868), and one mentioned that this may have been a factor during our interview (ODI 10198196). To the extent that causes are identified that are not related to the electronic throttle control system but which may raise possible safety defect issues, such as floor mat interference or pedal placement, ODI will continue to examine them as part of our regular screening process and will open investigations if warranted.

In a few reports, consumers questioned the design of the pedal configuration, suggesting that the pedals were too close to one another (lateral separation) or that there was insufficient step-over[19] clearance. We note that, dimensionally speaking, the pedal configuration of the MY 2005 to 2008 Tacoma is typical of other light trucks and passenger vehicles. Some complainants noted that they

[19] This is the difference in the height (distance) of the pedals from the floor board.

had been wearing larger or stiffer than usual shoes, such as work boots, when the dual pedal application occurred, and they reported that this was a factor in the occurrence.

Related to this topic, ODI interviewed the Petitioner and inspected his Tacoma at his home on March 26, 2008. In an earlier interview, the Petitioner advised that he was wearing his cross-country ski boots (shoes) when his two incidents occurred, so we took this opportunity to look at them. The cross country ski shoes (Merrell brand, men's size 9½), unlike down-hill ski boots, are similar in size and width to a work boot with the exception of an extension at the toe of the boot that acts as a binding for the ski. The binding is of the same thickness as the sole of the shoe and it extends forward (outward) from the shoe about 5/8 of an inch. During a test drive, we noted that the Petitioner used his right foot to operate the brake and gas pedal, and that he lifts and relocates his foot when he transitions from one pedal to another[20].

Considering that the shoes may have played a role in his incidents, we discussed the issue of dual pedal application with the Petitioner. He noted that he skied two to three times per year, that he typically drove with his ski shoes on to save time at the ski facility, and that he had never had a problem before. Additionally, he noted that he had made this same trip using the Tacoma a few times the prior ski season without incident. We asked the Petitioner to assess the vehicle with his ski shoes on to see if he could apply both pedals at the same time and to advise us of his findings. He subsequently reported that it was possible for him to inadvertently hit both pedals while wearing the ski shoes but that his foot had to be in an abnormal orientation for this to occur, one that would be plainly obvious to him. In his estimation this was not the cause of his two incidents.

Finally, for the remaining 26 complaints, these are reports where we have assessed the available information from the complainants, yet we are unable to identify a cause that may be related to the vehicle's throttle control system or, in many cases, *any* specific cause or explanation.

---

[20] The toe of the Petitioner's foot is oriented to the right of his heel when he applies either the brake or gas pedal.

These reports allege 13 crashes with four injury allegations (one minor, two moderate, one severe). In some cases, the VOQ was inconclusive and the consumer filing the VOQ could not be contacted for an interview. However, in no instances did the complainants report or allege a specific component failure or replacement, the illumination of a warning indicator, the detection of a stored trouble or fault code, or the identification of any other physical evidence supporting a vehicle-based problem. The incidents occur randomly and are therefore unable to be reproduced for testing or further analysis[21].

IV. NHTSA REVIEW - TOYOTA IR RESPONSE DATA

ODI reviewed the information Toyota provided in its IR response for the MY 2005 to 2008 vehicles.[22] We reviewed the population data and provide the number of vehicles by MY and transmission type in Table 2.

	2005	2006	2007	2008*	Totals
Auto	111,625	152,727	134,665	83,828	482,845
Manual	40,013	42,441	31,156	19,105	132,715
Totals	151,638	195,168	165,821	102,933	615,560

* - partial MY

Table 2: Vehicle Population by MY and Transmission Type.

We reviewed Toyota's responses to several other questions to ensure we fully understood any product or design changes, the studies of issues relevant to the alleged defect conducted by Toyota, the design and operation of the systems that interact with the throttle control system, and Toyota's assessment of the possible problem with the Tacoma throttle control system. We did not identify any

[21] As an example of the type of analysis possible, for the Petitioner's vehicle, we have interviewed the Petitioner (multiple times), interviewed his wife (she was a passenger for one of the incidents), conducted a physical inspection of the Petitioner's vehicle, reviewed the Petitioner's vehicle service and warranty history, test driven the Petitioner's vehicle, and monitored the Petitioner's vehicle diagnostic/control system using a commercially available diagnostic tool; the Petitioner's vehicle has not exhibited another incident as of this date.

[22] We reviewed the MY2004 IR information on a limited basis only so it will not be discussed.

information indicating a product- or component-based issue that could explain or cause a throttle control system failure.

We conducted a limited review of the responses to questions regarding the complaint and warranty data. Our review of the field report, legal claim,[23] and warranty claim data did not identify any concern or trend. We also conducted an analysis of the consumer complaints as described below. Table 3 shows the count of consumer complaints by MY.

	2005	***2006***	***2007***	***2008***	***Total***
Consumer Complaints	176	167	90	13	***446***

Table 3: Consumer Complaint Counts by MY from Toyota's IR Response

We based our review of the Toyota consumer complaints on the information provided in the IR response. We first note that the trend we saw in the VOQ data—that the MY 2006 and 2007 vehicles were over-represented (or MY 2005 was under represented)— does not appear in the consumer complaint data submitted by Toyota. In fact, Toyota's consumer complaint data do not suggest any identifiable reporting trend for any MY(s).

In reading the consumer complaint reports, we noted most were similar to the complaints identified in the VOQ reports. Accordingly, we followed the same approach used for VOQ reports and conducted an analysis of a random sample of consumer complaints. We reviewed 133 reports[24] from MYs 2005 to 2008 and identified 142 separate complaint types. ODI categorized 96 (about 68%) of the complaints as potentially related to the vehicle's throttle control system, 23 (about 16%) as not related to the throttle control system (or related to a different system or component), and 23

[23] The legal claims were duplicative of the consumer reports, which were also reviewed.
[24] We actually reviewed 143 reports but deemed 10 reports fell outside the scope of the alleged defect.

(about 16%) as not permitting us to identify a cause that relates to the vehicle's throttle control system.[25]. These proportions are similar to the VOQ analysis.

For the crashes and injuries reported in the Toyota IR response, we reviewed the reports for the MY 2006 and 2007 Tacoma (since these were the subject of the DP request) where a crash or injury was alleged. From these reports, we identified 33 unique incidents. Eight of these incidents, with three injuries, were duplicates of reports to ODI that we had reviewed. For the remaining 25 reports unique to the Toyota response, we determined that four reports, with no injuries, fell outside the scope of the alleged defect (these involved brake system or other unrelated issues), two involved dual pedal application errors, and six involved other issues not related to the throttle control system. For the remaining 13 crash allegations, with one injury allegation, we were unable to make an assessment of the underlying cause of the crash[26].

CONCLUSION

ODI's review of the petition, assessment of VOQs, interviews of persons who filed VOQs, testing, and review of Toyota's IR response reveals that about three-quarters of the complaints involved various explained aspects of the Tacoma's throttle control system that do not seem to present a significant safety risk under most circumstances, or did not involve a failure of the throttle control system. For the remaining quarter, although there may have been an issue with the throttle control system as one possible explanation, we have been unable to determine a throttle control related or any underlying cause that gave rise to the complaint. For those vehicles where the throttle control system did not perform as the owner believes it should have, the information suggesting a possible defect related to motor vehicle safety is quite limited. In our view, additional investigation

[25] As with the VOQ reports, these consumer complaints did not contain evidence of a vehicle causation but were simply allegations that the vehicle had suffered a throttle control system-related incident. Based on this analysis, we estimate that of the 257 MY 2006 and 2007 Toyota consumer complaints, about 40 would be in this category. This number will be reflected as the manufacturer failure counts in the closing resume for DP08-001.

[26] None of the 25 reports contained any specific evidence of a failure of the throttle control system.

is unlikely to result in a finding that a defect related to motor vehicle safety exists with regard to the Tacoma's throttle control system or a NHTSA order for the notification and remedy of a safety-related defect as alleged by the petitioner at the conclusion of the requested investigation. Therefore, in view of the need to allocate and prioritize NHTSA's limited resources to best accomplish the agency's safety mission, the petition is denied. This action does not constitute a finding by NHTSA that a safety-related defect does not exist. The agency will take further action if warranted by future circumstances.

Authority: 49 U.S.C. 30162(d); delegations of authority at 49 CFR 1.50 and 501.8.

Issued on:

Daniel C. Smith

Associate Administrator

for Enforcement

Billing Code 4910-59-P

[FR Doc. 2008-19994 Filed 09/02/2008 at 8:45 am; Publication Date: 09/03/2008]

From:	Chris Santucci/=WDC/Toyota_NY.	Sent:5/14/2009 11:05 AM.
To: [-]	kdemeter@dot.gov;Jeff.Quandt@dot.gov;stephen.mchenry@dot.gov.	
Cc: [-]	ctinto@tma.toyota.com.	
Bcc: [-]	.	
Subject:	Letter to ODI Regarding DP09-001.	

Kathy,

Please find attached a copy of the letter we are sending to your office today regarding the petition identified as DP09-001.

If you have any question, please let me know.

Regards,

Chris Santucci - Assistant Manager
Technical and Regulatory Affairs
Toyota Motor North America, Inc.
Ofc (202) 463-6856 Cell (202) 651-1581 Fax (202) 463-8513
email: csantucci@tma.toyota.com

Note: We cannot receive attachment extensions listed below.
.exe, .com, .pif, .scr, .cmd, .bat, .vbs, .lnk, .htm, .html, .shs, .mdb, or .zip

TOYOTA

TOYOTA MOTOR NORTH AMERICA, INC.

WASHINGTON OFFICE
601 THIRTEENTH STREET, NW, SUITE 910 SOUTH, WASHINGTON, DC 20005

TEL: (202) 775-1700
FAX: (202) 463-8513

May 14, 2009

Ms. Kathleen C. DeMeter
Director
Office of Defects Investigation
National Highway Traffic Safety Administration
1200 New Jersey Avenue, S.E.
Washington, D.C. 20690

Re: Response to the Petition for a Defect Investigation Submitted by [redacted]

Dear Ms. DeMeter:

On March 13, 2009, [redacted] submitted a petition for a defect investigation that requested the Office of Defects Investigation (ODI) to conduct "an additional investigation into the unwanted and unintended acceleration of model year 2007 Lexus ES350 [subject vehicle]." The petitioner is aware that ODI previously investigated acceleration issues in the Lexus ES350 vehicles (PE07-016), but he contends that that investigation "was too narrow in scope and did not adequately address all complaints made to the NHTSA."[1]

By way of background, [redacted] owns a subject vehicle. He contends while driving his vehicle on February 3, 2009, he experienced "a sudden uncontrollable surge in acceleration." Soon thereafter, [redacted] submitted a complaint and a claim to the Lexus Customer Satisfaction Department, in which he requested that Lexus repurchase his vehicle.

As reflected in the work order prepared by the Lexus dealer service technician who looked at [redacted] vehicle immediately after the incident, the floor mat at the driver's position was not clipped in place.[2] Based on an inspection of the vehicle, Toyota concluded that the incident was due to entrapment of the floor mat under the accelerator pedal, and the company therefore denied his claim on March 10 (a copy of that letter is attached). [redacted] is

[1] [redacted] also requested "an additional investigation of model years 2002-2003 Lexus ES300" vehicles to address issues that were "not within the scope of an earlier investigation (PE04-021) closed on July 22, 2004." However, his petition contains virtually no information supporting this request, and therefore there is no basis on which to reopen that investigation.

[2] [redacted] stated that this was the floor mat that came with the vehicle as original equipment. He also stated that he did not purchase the all-weather floor mats that were the focus of PE07-016.

dissatisfied with that denial, and he contends that the incident that he experienced was unrelated to the floor mat. He submitted a complaint to ODI via the Internet on March 12 (ODI Complaint No. 10261660), and he submitted this defect petition one day thereafter.

As you are aware, ODI has previously considered the issue of alleged unintended acceleration in the subject vehicles. As explained below, [redacted] has not identified any new evidence or new issues that would warrant an additional investigation, and therefore his petition should be denied. However, because he has made several arguments that ODI did not consider during its prior investigation (because they have no bearing on the alleged defect), Toyota Motor North America, Inc. (Toyota), is submitting this response. We will respond separately to each of the seven "issues" raised in the petition.

Issue # 1

[redacted] contends that Toyota's response to ODI's April 5, 2007 information request (IR) in PE07-016 "may have been limited in some manner by the failure to properly address the appropriate parties to the investigation," and that the IR should have defined Toyota "more broadly to include all US incorporated subsidiaries of TMC regardless of level or tier." Toyota hereby confirms that it construed the request to apply to all Toyota entities, including the entities identified by [redacted] and that its earlier responses included all non-privileged responsive information and documents in the possession of all of those Toyota entities. Therefore, this purported "issue" provides no basis for granting the petition.

Issue # 2

[redacted] notes that Toyota's response to the IR in PE07-016 "implies that not all allegations of incident . . . were related to the improper installation of the all weather floor mat in the driver's foot well." Toyota agrees that there have been some allegations of unintended acceleration on the subject vehicles that do not appear to be related to interference with the floor mat. However, the limited number of such incidents does not suggest the existence of a safety-related defect in these vehicles. Moreover, ODI was aware of such reports at the time it closed the PE, so [redacted] reference to them at this time does not provide any basis for granting his petition.[3]

[3] At page10 of his petition, [redacted] identifies a number of VOQs that complain of unintended acceleration in the subject vehicles that, in his view, were not related to interference with the floor mat. Toyota has reviewed each of those VOQs. While we agree that these owners assert that that the floor mats were not involved in the incidents in question, that does not mean that the floor mats were, in fact, uninvolved. For example, [redacted] continues to assert that his incident was not caused by interference between the floor mat and the accelerator pedal, despite clear evidence to the contrary.

Issue # 3

[redacted] notes that ODI has received reports alleging unintended acceleration in the subject vehicles that is unrelated to the all-weather floor mats in addition to the ten vehicle owner questionnaires (VOQ) that the agency knew of at the time it originally opened PE07-016.[4] However, he concedes that ODI was fully aware of these reports at the time it closed that investigation. Therefore, as with Issue # 2, the existence of these reports does not provide any basis for reopening that investigation.

Issue # 4

[redacted] asserts that the Electronic Throttle Control System (ETCS) in the subject vehicles "does not satisfy the requirements of Standard No. 124; Accelerator control systems, specifically S5.1 and S5.3 . . . ." There is no basis for that assertion.

S5.1 of FMVSS No. 124 provides:

> There shall be at least two sources of energy capable of returning the throttle to the idle position within the time limit specified by S5.3 from any accelerator position or speed whenever the driver removes the opposing actuating force. In the event of failure of one source of energy by a single severance or disconnection, the throttle shall return to the idle position within the time limits specified by S5.3, from any accelerator position or speed whenever the driver removes the opposing actuating force.

[redacted] appears to believe that because the sensors in the ETCS in the subject vehicles "do not measure either any force/pressure to the driver-operated control or any release of the actuating force to the driver-operated control (i.e., accelerator pedal)," the vehicles fail to comply with the standard. However, as NHTSA well knows, the FMVSSs are performance standards and do not mandate any specific design or designs. In fact, the throttle control system in the subject vehicles fully complies with the requirements of FMVSS No. 124, as demonstrated by tests conducted in the manner specified in the laboratory test procedure issued by NHTSA's Office of Vehicle Safety Compliance (OVSC), TP-124-06 (April 20, 2000).[5]

---

[4] [redacted] refers to reports provided by Toyota in the IR response and information received by ODI in response to a survey that it conducted during its investigation.

[5] Because the vehicles fully comply with the standard, it is obvious that there is no merit to [redacted] allegations that Toyota violated 49 U.S.C. § 30112(a) when it sold those vehicles, or that it violated 49 U.S.C. § 30115(a) when it certified them as complying with all applicable FMVSSs.

Issue # 5

[redacted] asserts that the difficulty that he experienced in trying to stop his vehicle during the February 3 incident, coupled with reports from other complainants describing similar difficulties, indicates that it is "unlikely" that the subject vehicles satisfy the requirements of S7.11.4 of FMVSS No. 135, "Light vehicle brake systems." S7.11.4 of that standard provides:

> The service brakes on a vehicle equipped with one or more brake power assist units or brake power units, with one such unit inoperative and depleted of all reserve capability, shall stop the vehicle as specified in S7.11.4(a) or S7.11.4(b).
>
> (a) Stopping distance from 100 km/h test speed: <= 168 m (551 ft).
> (b) Stopping distance for reduced test speed: $S <= 0.10V + 0.0158V^2$.

There is absolutely no merit to the petitioner's assertion. For ODI's convenience, Toyota has enclosed a copy of the relevant portions of the test report it submitted to the Office of Vehicle Safety Compliance for the 2009 MY demonstrating such compliance.[6]

Issue # 6

[redacted] has also criticized the manner in which the starting system[7] in the subject vehicles functions. However, his description of that system is not accurate (his confusion is apparently due to a misunderstanding of language that appears in the Owner's Manual for the subject vehicles), and thus his criticisms do not warrant further investigation.

The subject vehicles have a starting system that does not utilize a traditional metal ignition key. Rather, when a fob that contains an electronic code is present, the driver can start the vehicle's engine by pressing a button located on the instrument panel while depressing the brake pedal. When the vehicle is stopped, the driver can stop the engine by simply pressing this button again. However, if the driver wishes to shut off the engine while the vehicle is in motion, he or she must press the button for approximately three seconds. The purpose of this feature is to avoid the possibility that a driver might inadvertently shut off the engine while the vehicle is in motion by accidentally pressing or brushing against the button.

[redacted] does not criticize the fact that the starter button must be pushed for three seconds to shut off the engine. Rather, he is concerned about the safety consequences if a vehicle's steering wheel were to lock while the vehicle is in motion, or if the steering wheel were to automatically move away from the driver while the vehicle is in motion, and he believes that both of these things would occur if the engine in the subject vehicles is turned off by pressing the start button for three seconds.

---

[6] [redacted] may be under the misconception that a vehicle must be able to satisfy the specified requirements of FMVSS No. 135 while the throttle pedal is depressed and the transmission is in a forward gear. Of course, that is not accurate. *See* S7.11.2(b), which specifies that the transmission is "in neutral" when this test is conducted.

[7] This term is defined in FMVSS No. 114, "Theft protection and rollaway prevention," as "the vehicle system used in conjunction with the key to activate the engine or motor."

Toyota agrees that it would not be appropriate for the steering wheel to lock or for it to move automatically to the stowed position while a vehicle is in motion. However, neither of these scenarios can or will occur in the subject vehicles. [redacted]assertions to the contrary are based on language in the Owner's Manual, which contains a description of the starting system in these vehicles that may be confusing.

For example, at page 95, the Owner's Manual states: "The engine cannot be switched to OFF unless the shift lever is in P." As an example, in order to be more clear, the Manual should have used the word "vehicle" instead of the word "engine" in that sentence, since – as described above – the engine ***can*** be shut off by depressing the starter button for three seconds even if the transmission is not in "Park." If that occurs, the electronic code that allows the driver to activate the engine, and which constitutes the vehicle's "key," will remain in the vehicle until the transmission is moved to "Park," and the key-locking system of the vehicle will remain in the "accessory" (ACC) mode, rather than the "OFF" mode. This is consistent with – indeed is required by – S5.2.1 of FMVSS No. 114. Toyota plans to revise this portion of the manual to address any confusion in the near future.

The Owner's Manual for the subject vehicles states, at page 38, "When the engine switch is turned OFF, the steering wheel returns to its stowed position by moving up and away to enable easier driver entry and exit. Switching to ACC or IG-ON mode will return the steering wheel to the original position." While this section of the manual is technically correct, the steering wheel will not move to the stowed position because, as described above, the vehicle will remain in the ACC mode rather than the OFF mode if the engine switch is actuated with the transmission in any position other than "Park."

Since the scenarios that concern [redacted] cannot occur in these vehicles, there is no reason to grant his petition with respect to this "issue." Moreover, even apart from the specific matters raised by [redacted] Toyota believes that it would not be appropriate for ODI to address issues related to the operation of keyless starting systems through a defect investigation. FMVSS No. 114 contains detailed requirements applicable to such systems, and there is no doubt that the subject vehicles comply with those requirements. If the agency were to consider the possibility of establishing additional requirements applicable to starting systems, it should proceed through a rulemaking proceeding, rather than through one or more defect investigations

Issue # 7

Although the issue that troubles [redacted] is not articulated very precisely, he appears to criticize the fact that the engine control module (ECM) in the subject vehicles does not automatically shut off fuel to the engine when the brake system's power assist feature is being used. As mentioned above, the vehicle fully complies with FMVSS 124 and FMVSS 135.

For the reasons noted with respect to these prior issues, the analysis of this sort of design choice is not an appropriate subject for a defect investigation. If NHTSA believes that it should look into the possibility of imposing requirements applicable to the functioning of ECMs, it should do so in the context of a rulemaking proceeding, in which all interested persons could participate, rather than in the context of a defect investigation.

CONCLUSION

For all of the reasons stated above, the petitioner has not alleged facts to support his claim that the subject vehicles contain a safety related defect. Therefore, Toyota believes the petition should be denied. Should you have any questions about this letter, please contact myself or Mr. Chris Santucci of my staff at (202) 775-1707.

Sincerely,

TOYOTA MOTOR NORTH AMERICA, INC.

Chris Tinto
Vice President
Technical & Regulatory Affairs

CT:cs
Attachment

TOYOTA

Writers Direct Telephone (310) 468-5638
Writers Direct Fax (310) 381-5017

Toyota Motor Sales, U.S.A., Inc.
19001 South Western Avenue
Torrance, CA 90501

March 10, 2009

[redacted]
PLYMOUTH MN [redacted]

Re: Date of Loss: February 2, 2009
Vehicle: 2007 Lexus ES 350
VIN: JTHBJ46G072[redacted]

Dear [redacted]

This letter is in response to your communication with Lexus Customer Satisfaction. Toyota Motor Sales, USA, Inc. ("TMS") has reviewed your claim and conducted a technical inspection of your vehicle.

You reported that while driving the vehicle on the interstate it accelerated on its own and you were unable to stop it for nearly two miles when it finally slowed after a concerted effort on your part. You believe that this was due to a defect in your vehicle.

The inspection of your vehicle revealed no evidence of any vehicle defects or malfunction. The throttle assembly and accelerator pedal were operating as designed, with no binding or sticking of any of the components. The brakes showed signs of excessive wear which is consistent with what you described happened to you.

The inspection also revealed that the floor mat was in a position where it could interfere with the operation and travel of the accelerator pedal. When the vehicle was taken in to the dealership, the floor mat retaining clips were not properly secured which allowed the floor mat to move out of position. While we understand that you feel the floor mat was not the problem, the evidence revealed during our inspection showed otherwise.

We are very sorry about to learn of this unfortunate incident, however, our inspection of your vehicle found that the incident was not due to any sort of manufacturing or design defect, and we are unable to offer additional assistance.

Thank you for allowing us the opportunity to address your concerns.

Very truly yours,

Troy H. Higa
Claims Administrator

Attachment 1
FORM – 135
Rev. 10/10/08

VEHICLE INFORMATION / TEST SPECIFICATIONS

FMVSS No. 135
(Specify Units)

Vehicle Make/Model/Year: LEXUS ES350 2009MY

MANUFACTURER RECOMMENDED BRAKE ADJUSTMENT PERFORMED AFTER 200 STOP BURNISH:

■ Making stops, define: _____

_____

BRAKE SYSTEM INDICATOR LAMP LABELING, OPERATION & IGNITION KEY CHECK:

☐Single lamp ■ Multiple lamps

CONDITION(S) INDICATED:

☐ Pressure differential or ■ Drop in fluid level

LAMP ON AT:

Pressure _____ Pedal Force _____

OR

LOW FLUID:

Reservoir full 324cc Lamp on at 121cc

Manufacturer recommended safe level of reservoir _____

ELECTRICAL FAILURE:

■ Antilock ■ Variable Proportioning

PARKING BRAKES ON:

■ Ignition Key Check – All Lamps ■ Yes ☐ No

ELECTRICALLY ACTUATED SERVICE BRAKES:

Failure of power source ■ Yes ☐ No

ELECTRIC TRANSMISSION OF SERVICE BRAKE CONTROL SIGNAL:

■ Yes ☐ No

EV WITH RBS, FAILURE OF RBS:

■ Yes ☐ No

POWER BRAKES:

☐ Not Available ■ Vacuum

☐ Hydraulic ☐ Power Assist Unit

☐ Brake Power Unit ☐ Accumulator

☐ Electrically Actuated ☐ Electrical Backup

MASTER CYLINDER PISTON DIAMETER:

Primary 22.2mm Secondary 22.2mm

SERVICE BRAKE PEDAL RATIO: 2.61 to 1

PARKING BRAKE:

☐ Front Wheels ■ Rear Wheels

☐ Drive Shaft Brake ☐ Service Brake Linings

■ Non-service Brake Linings

Note: For non-service brake linings, submit a copy of the burnish instructions provided to vehicle owners.

☐ Hand Control ■ Foot Control Ratio 5.18~5.84 ~~to 1~~

Parking Mechanism ■ Yes ☐ No

Describe: Have your Lexus dealer perform the bedding-down.

PRESSURE VALVE:

☐ Metering _____ ☐ Reblend _____

☐ Proportioning _____

Ratio _____ to 1

☐ Variable Proportioning -- ☐ Mechanical ■ Electrical

Note: For either, submit procedure to render inoperative: _____

NA

HYDRAULIC SPLIT:

■ Diagonal ☐ Front/Rear ☐ Other

ANTISKID SYSTEM:

☐ Not Available ■ 4-wheels ☐ Rears Only

☐ Other Manufacturer _____

> ***Submit procedure for rendering ABS inoperative*** (provide sufficient detail for laboratory personnel including step by step, schematics, wiring diagrams, photos, etc...)

Remove the wire of ABS ECU unit.

MASTER CYLINDER RESERVOIR:

Reservoir Capacity: 324cc

Fluid displaced new to worn linings: 121cc

Subsystem 1 capacity: 33cc

Subsystem 2 capacity: 33cc

Primary system fluid output for single stroke of master cylinder: 9.7cc

Secondary system fluid output for single stroke of master cylinder: 9.7cc

FOR VEHICLES EQUIPPED WITH REGNERATIVE BRAKING SYSTEM (RBS):

Additional Manufacturer Recommended Procedures:

> ***Submit procedure for rendering RBS inoperative*** (provide sufficient detail for laboratory personnel including step by step, schematics, wiring diagrams, photos, etc...)

NA

FOR VEHICLES EQUIPPED WITH BATTERIES FOR PROPULSION OR BRAKING:

> ***Submit procedure for depletion or disconnection of batteries*** (provide sufficient detail for laboratory personnel including step by step, schematics, wiring diagrams, photos, etc...)

NA

FRONT BRAKES:

DRUM:		DISC:	
☐ Cast	☐ Composite	■ Cast	☐ Fixed Caliper
☐ Duo Servo	☐ Leading/Trailing	☐ Multi-piece	■ Float Caliper
☐ Finned	☐ Leading/Leading	■ Vented	■ Pin ☐ Slider

SIZE:

Drum Inside Diameter _____

Disc Diameter 296 mm

Disc Thickness 28mm

LINING SIZE:

Primary Pad:

Length _____

Width _____

Thickness _____

Inboard Pad:

Length 127.8mm

Width 49.5 mm

Thickness 12.0 mm

Secondary Pad:

Length _____

Width _____

Thickness _____

Outboard Pad:

Length 127.8 mm

Width 49.5 mm

Thickness 12.0 mm

Fully Worn Pad Thickness: _____

Fully Worn Pad Thickness: 6.5mm

LINING INSTALLED DIMENSIONS (Nominal Production Values):

Drum Shoe Cage Diameter _____
(Outside Diameter of Shoe Cage Diameter)

Diametral Clearance _____
(Drum Diameter – Shoe Cage Diameter)

Disc-Clearence To Lining:

Inboard 0

Outboard 0

LINING CODES:

Primary _____

Secondary _____

Inboard _____

Outboard _____

LINING ATTACHMENT:

	BONDED	RIVETED		BONDED	RIVETED
Primary	☐	☐	Inboard	■	☐
Secondary	☐	☐	Outboard	■	☐

Wheel Cylinder Diameter: _____

Caliper Bore Diameter: 63.5mm

Calipers Per Wheel: 1

Non-Service Parking Brake Type and Size (specify) _____

REAR BRAKES:

DRUM:		DISC:	
☐ Cast	☐ Composite	■ Cast	☐ Fixed Caliper
☐ Duo Servo	☐ Leading/Trailing	☐ Multi-piece	■ Float Caliper
☐ Finned	☐ Leading/Leading	☐ Vented	■ Pin ☐ Slider

SIZE:

Drum Inside Diameter _____

Disc Diameter 281mm

Disc Thickness 10mm

LINING SIZE:

Primary Pad:

Length _____

Width _____

Thickness _____

Inboard Pad:

Length 80.6mm

Width 41.5mm

Thickness 10.5mm

Secondary Pad:

Length _____

Width _____

Thickness _____

Outboard Pad:

Length 80.6mm

Width 41.5mm

Thickness 10.5mm

Fully Worn Pad Thickness: _____

Fully Worn Pad Thickness: 6mm

LINING INSTALLED DIMENSIONS (Nominal Production Values):

Drum Shoe Cage Diameter _____
(Outside Diameter of Shoe Cage Diameter)

Diametral Clearance _____
(Drum Diameter – Shoe Cage Diameter)

Disc-Clearance To Lining:

Inboard 0

Outboard 0

LINING CODES:

Primary _____

Secondary _____

Inboard _____

Outboard _____

LINING ATTACHMENT:

	BONDED	RIVETED
Primary	☐	☐
Secondary	☐	☐

	BONDED	RIVETED
Inboard	■	☐
Outboard	■	☐

Wheel Cylinder Diameter: _____

Caliper Bore Diameter: 38.1mm

Calipers Per Wheel: 1

Non-Service Parking Brake Type and Size (specify) Drum in hut D170mm

FMVSS No. 135 DATA SUMMARY - MANUFACTURER TEST RESULTS

(Use sample table below or similar to provide results)

MY: 2007 / Make: LEXUS / Model: ES350

GVWR: 2127kg LLVW: 1866kg

TEST	Loading Condition	Specification and Limit				TEST RESULTS (In compliance if one stop meets requirement)		
		Speed (km/h)	Min. Pedal Force (N)	Max. Pedal Force (N)	Stopping Distance Requirement (m)	Shortest Stop Minimum Pedal Force (N)	Shortest Stop Maximum Pedal Force (N)	Shortest Stop Stopping Distance (m)
Vehicle Maximum Speed	LLVW	228						
Cold Effectiveness	GVWR	100	65	500	70 m		490	46.1
High Speed Effectiveness	GVWR	160	65	500	speed dependant		460	115.9
Stops with Engine Off	GVWR	100	65	500	70 m		480	45.4
Cold Effectiveness	LLVW	100	65	500	70		475	43.4
High Speed Effectiveness	LLVW		65	500	speed dependant		470	110.1
Failed Antilock	LLVW	100	65	500	85		265	49.6
Failed Proportioning Valve	LLVW	100	65	500	110			
Failed Hydraulic Circuit #1	LLVW	100	65	500	168		500	83.2
Failed Hydraulic Circuit #2	LLVW	100	65	500	168		490	83.5
Failed Hydraulic Circuit #1	GVWR	100	65	500	168		470	92.1
Failed Hydraulic Circuit #2	GVWR	100	65	500	168		475	93.4
Failed Antilock	GVWR	100	65	500	85		370	51.2
Failed Proportioning Valve	GVWR	100	65	500	110			
Signal Transmitted Electrically, RBS, Electrically Actuated Brakes								
Power Brake Unit Failure	GVWR	100	65	500	168		500	127.8
Depleted EV batteries								
Parking Brake - Uphill	GVWR	B	B	B	B		330	
Parking Brake - Downhill	GVWR	B	B	B	B		270	
Hot Performance Stop #1	GVWR	100	65	460	68.2		450	47.7
Hot Performance Stop #2	GVWR	100	65	500	89		475	48.0
Recovery Performance Stop	GVWR	100	65	460	59.9		455	43.9

Owners of Toyota Cars in Rebellion Over Series of Accidents Caused by Sudden Acceleration

ABC News Investigation Uncovers Reports of 16 Deaths, Over 200 Accidents; Toyota Owners Demand Answers

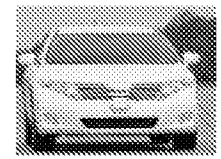
By BRIAN ROSS, JOSEPH RHEE, ANGELA M. HILL and MEGAN CHUCHMACH

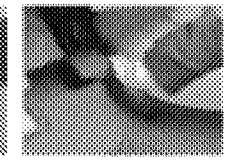
Nov. 3, 2009

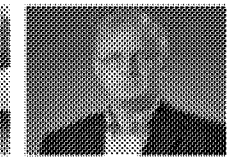
ABC WORLD NEWS with Charles Gibson

177 comments

Watch Video


WATCH: What to Do if Your Car Accelerates Out of Control


WATCH: Are Toyota's Accelerators Safe?


WATCH: Toyota U.S.A. Statement on Safety Advisory

Refusing to accept the explanation of Toyota and the federal government, hundreds of Toyota owners are in rebellion after a series of accidents caused by what they call "runaway cars."

Departure of Browns GM tough on Mangini
Georgia's Bailey: Spikes shouldn't be suspended
Cavs' West faces more charges in Maryland
Snyder: 2-5 Redskins have 'let everyone down'

Department of Transportation: underlying defect causes accelerators to stick.

More Photos

Safety analysts found an estimated 2000 cases in which owners of Toyota cars including Camry, Prius and Lexus, reported that their cars surged without warning up to speeds of 100 miles per hour.

CLICK HERE FOR MORE OF THE RUNAWAY TOYOTAS STORY.

Toyota says the incidents are caused by floor mats becoming stuck under gas pedals, but owners say that's not what happened to them.

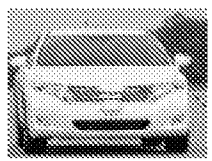
Watch the full report tonight on 'World News with Charles Gibson' and 'Nightline'.

"I'm absolutely certain that in my situation, it was not the floor mats," Elizabeth James told ABC News. She was driving her Toyota Prius outside Denver, CO when she says it suddenly shot up to 90 miles an hour, even though her foot was on the brake and not the gas pedal.

"I kept going faster and faster," James said. "And all of a sudden… my foot was pressing on the brake super, super hard and I wasn't slowing down."

James and some other Toyota owners suspect the accidents have been caused by some kind of glitch in the electronic computer system used in Toyotas that controls the throttle.

Related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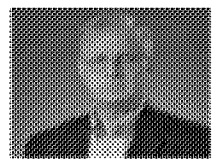
WATCH: Toyota U.S.A. Statement on Safety Advisory


WATCH: Are Toyota's Accelerators Safe?

Toyota officials refused to talk with ABC News about the incidents, but posted a statement from executive Bob Daly on its website last night that said: "Some news reports suggest there may be other causes of unintended acceleration, speculating about electronic engine control systems, braking performance or electro-magnetic interference among other theories. There is no evidence to support these theories."

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Celtics move to perfect 5-0 with rout of Sixers

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364 Fight Between the Crew Leaves Air India Cockpit Unmanned

304 ABC News' Cokie Roberts: Polanski Should be Shot (w/video)

438 Cheers! Guinness Beer Turns 250

408 Biden: 2010 GOP Success would be â€˜The End of the Road...'

524 Airbus Wants to Replace Black Boxes with Real Time Data

Click here to watch the video of Toyota's full statement.

The National Highway Traffic Safety Administration has done six separate investigations of such acceleration surges in Toyotas since 2003 and found no defect in Toyota's electronics.

The U.S. Department of Transportation released a statement Tuesday afternoon saying the matter "is not closed."

The full statement read: "Toyota has announced a safety recall involving 3.8 million vehicles in which the accelerator pedal may become stuck at high vehicle speeds due to interference by the driver's side floor mat, which is obviously a very dangerous situation. Toyota has written to vehicle owners stating that it has decided that a safety defect exists in their vehicles and asking owners to remove all floor mats while the company is developing a remedy. We believe consumers should follow Toyota's recommendation to address the most immediate safety risk. However, removal of the mats is simply an interim measure, not a remedy of the underlying defect in the vehicles. NHTSA is discussing with Toyota what the appropriate vehicle remedy or remedies will be. This matter is not closed until Toyota has effectively addressed the vehicle defect by providing a suitable remedy."

1 | 2 NEXT >

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Next Story: Owners of Toyota Cars in Rebellion Over Series of Accidents Caused by Sudden Acceleration

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From:	"JEFF GREEN, BLOOMBERG/ NEWSROOM:" <jgreen16@bloomberg.net>. Sent:11/6/2009 5:09 PM.
To: [-]	jgreen16@bloomberg.net.
Cc: [-]	.
Bcc: [-]	.
Subject:	Fwd: Toyota Sued by Consumers Over Sudden Acceleration (Update1).

Toyota Sued by Consumers Over Sudden Acceleration (Update1)

Jeff Green
Bloomberg News
Work: +1 (248) 827-2945
Mobile: +1 (248) 310-9015

Sent From Bloomberg Mobile MSG

+----------+

Toyota Sued by Consumers Over Sudden Acceleration (Update1)
2009-11-07 00:10:01.656 GMT

(Adds defect claim in ninth paragraph.)

By Margaret Cronin Fisk and Alan Ohnsman
Nov. 6 (Bloomberg) -- Toyota Motor Corp. has failed to correct a problem with the throttle control system on some of its vehicles, causing them to suddenly accelerate, lawyers for consumers said in a lawsuit.
Los Angeles residents [redacted] who claim they experienced multiple instances of unintended acceleration, filed the suit as a class action yesterday, seeking to represent all U.S. owners of certain Toyota and Lexus models.
Toyota last month said it would recall as many as 3.8 million vehicles including Lexus ES luxury cars, Camry sedans and Prius hybrids over a potential flaw in which floor mats shifting out of position could jam the accelerator pedal. The mats aren't the problem, plaintiff's lawyer David Wright said. "Neither driver error nor floor mats can explain away many other frightening instances of runaway Toyotas," Wright said in a statement. "Until the company acknowledges the real problem and fixes it, we worry that other preventable injuries and deaths will occur."
John Hanson, a spokesman for Toyota's U.S. sales unit, said he hadn't seen the suit and declined immediate comment.

2,000 Complaints

The plaintiffs claim Toyota and Lexus owners have made more than 2,000 complaints of sudden acceleration to the company and government agencies. They also allege that sudden acceleration episodes have resulted in accidents causing 16 deaths and 243 injuries.
Toyota failed to "incorporate important failsafe measures" allowing drivers to control the vehicles, the lawsuit said.
The National Highway Traffic Safety Administration on Oct.

30 declined a request to investigate Lexus ES models for possible flaws related to vehicle electronics that may also cause unintended acceleration.
The plaintiffs in the California lawsuit claim that unintended acceleration episodes are linked to an electronic throttle control system called ETCS-i in these vehicles.
An initial design called for "an electronic throttle control and a redundant mechanical linkage between the gas pedal and the engine throttle control as a failsafe in the event of a sudden unintended acceleration," according to the complaint.
This feature would disconnect the electronic throttle control and allow a driver to stop the vehicle, the plaintiffs said. The company began selling vehicles without this feature around 2001, the consumers allege in the lawsuit.

'Failsafe Measure'

They also claim Toyota failed to include another "failsafe measure" that would "automatically reduce the engine to idle when the brakes are being applied while the throttle is in an open position," according to the complaint.
The plaintiffs are asking for an injunction, ordering the company to recall all Toyota and Lexus vehicles equipped with ETCS-i.
On Oct. 30, in a statement posted to the Federal Register denying a request for further investigation of Lexus ES models, NHTSA said "the only defect related to vehicle speed control in the subject vehicles involved the potential for accelerator pedals to become trapped near the floor by out-of-position or inappropriate floor mat installations."
The agency said that after interviewing the Lexus ES owner who sought a federal investigation, examining his vehicle and conducting a range of tests on drive-train and electric systems, it failed to find sufficient evidence of electronic flaws.
The agency said that denying the petition "does not constitute a finding by NHTSA that a safety-related defect does not exist."
Toyota, the world's largest automaker, has its U.S. sales headquarters in Torrance, California. The company is based in Toyota City, Japan.
The lawsuit is [redacted] v. Toyota Motor Corp., CV 09-08143, U.S. District Court, Central District of California.

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--Editors: Peter Blumberg, Ed Dufner.

To contact the reporter on this story:
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at +1-248-827-2947 or mcfisk@bloomberg.net;
Alan Ohnsman in Los Angeles at +1-323-782-4236 or
aohnsman@bloomberg.net.

To contact the editor responsible for this story:
David E. Rovella at +1-212-617-1092 or drovella@bloomberg.net.

From: <Scott.Yon@dot.gov>. Sent:11/7/2009 4:58 AM.

To: [-] <CSantucci@tma.toyota.com>.

Cc: [-] <Jeff.Quandt@dot.gov>.

Bcc: [-] .

Subject: 10289153 - [redacted]

Chris,

Toyota apparently inspected the [redacted] vehicle. Can you confirm this and let me know what the findings were please? Call me if you need to dicuss.

Scott

D. Scott Yon

Chief, Vehicle Integrity Division (VID), NVS-212

U.S. Department of Transportation

National Highway Traffic Safety Administration

Office of Defects Investigation (ODI)

Room W48-314

1200 New Jersey Ave, SE

Washington, DC

20590

Direct: 202-366-0139

Toll Free: 1-877-5 DOT DOT (536-8368) ext 60139

Fax: 202-366-1767

Complaint Detail

07-NOV-2009

Complaint Information

ODI#: 10289153 **Referral Source:** Nhtsa Hotline **Num. Injured:** **Property Damage:** N

Received Date: 20-OCT-2009 **Incident Date:** 05-OCT-2009 **Crash:** N **Num Occurrences:** **Police Report:** N

Description: TL*THE CONTACT OWNS A 2007 ES350 LEXUS. WHILE DRIVING 60 MPH ALL OF A SUDDEN THE VEHICLE ACCELERATED WITHOUT TOUCHING THE ACCELERATOR PEDAL. HE APPLIED THE BRAKES; HOWEVER, THE VEHICLE WOULD NOT STOP. HE WAS FORCED TO SHIFT GEARS INTO NEUTRAL TO STOP THE VEHICLE; ALTHOUGH, THE VEHICLE STOPPED THE ENGINE WAS STILL REVVING. THE CONTACT HAD TO ENGAGE THE ACCELERATOR PEDAL A COUPLE OF TIMES SINCE IT WAS STUCK IN PLACE. THE DEALER COULD NOT DUPLICATE THE FAILURE. WITHIN THE LAST THREE TO FOUR WEEKS THE FAILURE HAS HAPPENS 3 TO 4 TIMES AND HAS BECOME PROGRESSIVELY WORSE. THE DEALER WILL MAKE ANOTHER ATTEMPT TO DIAGNOSE THE FAILURE AND THE MANUFACTURER WAS NOTIFIED OF THE ACCELERATION PROBLEM. THE FAILURE AND CURRENT MILEAGE WAS 6000.

Fire: N **Num. Deaths:** **Confidential:** Y

Consumer Information

Title: **Address:** [redacted] **Zip Code:** [redacted] **Evening Phone:** **Country Phone Code:**

Name: [redacted] **City:** HILLSBORO BEACH **Country:** UNITED STATES **Email:** [redacted]

Org.: **State:** FLORIDA **Daytime Phone:** [redacted] **Fax:**

Product Information

Vehicle Information

Product: Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :LEXUS Model :ES350 Model Year :2007 Type :PASSENGER CAR

VIN: JTHBJ46G382[redacted] **Original Owner:** N **Failure Mileage:** 6000 **Antilock Brakes:** N

# of Cylinders: **Engine Size:** **Body Style:** **Speed:** 60

Cruise Control: N **Vehicle Usage:** **Fuel Type:** **Powertrain:**

Current Mileage: **Transmission Type:** **Purchase Date:** **Fuel System:**

Component: 180000 VEHICLE SPEED CONTROL

From:	Mike Michels/=TMS/Toyota.	Sent:12/5/2009 2:45 PM.
To: [-]	letters@latimes.com;Nicholas.goldberg@latimes.com;Sue.horton@latimes.com.	
Cc: [-]	Ken.bensinger@latimes.com;ralph.vartebedian@latimes.com;martin.zimmerman@latimes.com.	
Bcc: [-]	Jim Lentz/=TMS/Toyota.	
Subject:	Toyota Response to Editorial: "Toyota's Troubles".	

On behalf of Toyota Motor Sales, USA, we would like to respond to today's editorial opinion regarding reports of sudden acceleration in Toyota vehicles. Toyota appreciates the recognition of recall measures that have been implemented. Heightened awareness of the issue of pedal interference is important for public safety.

Given the intensity of the Times' reporting on this issue, we believe that the Times has a responsibility to publish this letter as soon as possible and in its entirety.

Please attribute the letter to Irv Miller, Group Vice President, Environmental and Public Affairs, Toyota Motor Sales, USA, Inc.

You can reach Mr. Miller at 310 291 2428 or myself at 310 200 4968 if you have any questions.

Thank you for your consideration.

_____

Mike Michels
Vice President, Communications
Toyota Motor Sales USA, Inc.
19001 S.Western Ave.
Torrance, CA 90509
Phone: 310 468 7730
Mobile: 310 200 4968
Fax: 310 381 4500
mike_michels@toyota.com

December 5, 2009

To:

Letters to the Editor
Los Angeles Times

Toyota's highest priority is the safety of our customers and public, and we believe we are demonstrating this in the voluntary recall of selected models we are currently undertaking.

We appreciate the LA Times' acknowledgement that Toyota "did the right thing" in instituting a recall in response to incidents of unwanted acceleration, and in committing to add "smart pedal" software technology as an added fail-safe measure. We also respect the Times' in-depth reporting of this issue, though we disagree with some of the theories it has embraced.

The issue of unintended acceleration involving Toyota and Lexus vehicles has been thoroughly and methodically investigated on several occasions over the past few years. These investigations have used a variety of proven and recognized scientific methods. Importantly, none of these studies has ever found that an electronic engine control system malfunction is the cause of unintended acceleration.

In fact, electronic throttle control, which has been adopted in some form by nearly all automakers, has several fail-safe features and enhances vehicle safety by making possible functions such as traction control, stability control, adaptive laser cruise control and snow mode power control on current or future vehicles.

Based on the comprehensive investigation and testing, we are highly confident that we have addressed the root cause of unwanted acceleration -- the entrapment of the accelerator pedal. As the Times acknowledged, Toyota moved quickly, in cooperation with the National Highway Traffic Safety Administration, to issue an initial safety advisory and then to develop a comprehensive package of measures that both reduce the risk of pedal entrapment

and better enable drivers to deal with this situation when it occurs.

The safety measures we are undertaking include the incorporation of a brake override system that cuts engine power if the accelerator and brake are depressed at the same time. This will become standard on all Toyota and Lexus vehicles globally by the end of 2010. Dealers will be ready to implement this remedy starting in January. We will begin mailing letters to customers at the end of this month, advising them how to proceed.

Again, the safety of our owners and the public is our utmost concern, and Toyota will continue to thoroughly investigate and take appropriate measures to address any vehicle defect trends that are identified. We also will continue to introduce advanced safety technology into Toyota and Lexus vehicles with the goal of ensuring that they meet the highest industry standards.

Irv Miller
Group Vice President, Environmental and Public Affairs
Toyota Motor Sales, USA, Inc.
Torrance, CA

____

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any vehicle defect trends that are identified. We also will continue to introduce advanced safety technology into Toyota and Lexus vehicles with the goal of ensuring that they meet the highest industry standards.

Safety Record Blog

Toyota Sudden Acceleration in Reverse

Earlier this week, The Safety Record reported another Toyota SUA incident involving a 2007 Avalon and a New Jersey driver who managed to get his over-accelerating vehicle to the dealership with smoking brakes and an engine at full throttle. For those of you who missed it:

This owner had experienced several unintended acceleration incidents – incidents in which the vehicle accelerated without driver input. The most recent occurred on Dec. 29 as he drove on the highway. The man was unable to stop the vehicle with the brakes alone, but he was able to shift the vehicle into Neutral. As the engine continued to race to full-throttle, he immediately called the local Toyota dealer, about two miles away, to alert them he was bringing the vehicle to their lot. He drove the car to the dealer by shifting from Neutral to Drive, foot on the brake, with the engine at full throttle.

Upon arrival, he parked the vehicle and left the engine running. The engine continued to race at full throttle. The dealer service personnel inspected the vehicle in the full-throttle condition with no floor mat or other mechanical interference. A technician attempted to reduce the engine RPMs by physically manipulating the pedal, to no avail. The vehicle was then shut down.

The Toyota dealer contacted Toyota's regional representative in Caldwell, NJ who later inspected the vehicle. The details of this inspection were not provided to the owner. However, Toyota authorized replacement of the throttle body and accelerator pedal assemblies and sensors and paid for the $1700 repairs and rental car costs. The owner was told that the vehicle's computer had stored no error codes. We have learned that the parts from his vehicle were going to be shipped to California for study. While the dealer didn't say that they had identified the root cause, Toyota was willing to give the vehicle back to the owner.

Toyota has always claimed to NHTSA that no electronically-induced SUA event could have occurred without the vehicle computer taking note in the form of a Diagnostic Trouble Code (DTC). No code = didn't happen electronically. NHTSA, has, so far, bought the party line. No matter how many drivers insisted that pedal interference did not explain their SUA event, Toyota and NHTSA linked arms and told them that they were very much mistaken.

This time, with the evidence smoking and heaving in front of the dealer's face, the media breathing down their necks, and another suspicious Toyota crash, in which four occupants of a 2008 Toyota Avalon died after the sedan inexplicably went off the road, crashed through a fence and landed upside down in a pond (with the floor mats in the truck), Toyota has taken a different tack. They've apparently taken it upon themselves to tell the agency all about it and invite NHTSA investigators to their inspection party.

Things that make you go Hmmm.

From:	<Jeff.Quandt@dot.gov>.	Sent: 1/21/2010 7:19 AM.
To: [-]	<CSantucci@tma.toyota.com>.	
Cc: [-]	<Scott.Yon@dot.gov>.	
Bcc: [-]	.	
Subject:	CATD meeting.	

Chris â€“ As I mentioned in my phone message to you this morning, here is a rough agenda of topics we would like to discuss, information we would like to see and review and parts we would like to see when we meet at the Central Atlantictraining center.Â Please confirm that Toyotacan meet on Wed and cover the requested agenda items.

Â

Accelerator Pedal assembly return part testing and forensic analysis â€“ (see attached)
Pedal assembly data â€“ Please bring the following information:
Baseline hysteresis (force-displacement on apply & release) curves for all CTS pedal assemblies and all other hysteresis curves generated from testing done to assess root cause of high resistance â€œstickingâ€ condition (this should include overlaid curves of baseline part and part with condition (as shown at meeting Tues for Aygo vehicle).
Information describing test procedure for simulating high humidity condition to produce condensation on friction surface (and any changes to part specification based on lessons learned from subject condition)
All material/data that is available regarding the following:

The relationship between age and/or pedal cycles and â€œsmootheningâ€ of friction surfaces;

The relationship between â€œsmootheningâ€ and friction for both wet and dry conditions over the full range of pedal stroke;

The relationship between differing amounts of moisture/condensation on the friction over the full range of pedal stroke (for both PPS and PA46);

All Design of Experiment testing to identify contributing factors and assess the influence of each (for both PPS and PA46);

Friction as a function of pedal stroke (for PPS, PA46 and POM) for (1) a new/dry part; (2) a used/dry part; (3) a new/wet part; and (4) a used/wet part; and

The amount of friction necessary to cause a â€œstuckâ€ pedal over the full range of pedal stroke.

Old & redesigned versions of CTS pedals for Avalon and Tundra
Denso pedal to discuss design for generating friction/feel
Electronic throttle control â€“ Review Toyotaâ€™s electronic throttle control system design, including self-diagnostics, associated DTCâ€™s, all FMEA and fault tree analysis related to the ETC system or the accelerator pedal position sensor assembly, throttle body, ECM and associated wiring (this can be limited to conditions related to the potential for unintended acceleration)
Electromagnetic compatibility â€“ Review Toyotaâ€™s general EMC standards/testing and discuss how they are applied to the ETC & cruise/speed control systems specifically.
Review Toyota EMC & ETC standards and design strategy
Discuss/compare with other EMC standards (e.g., ISO, SAE, peer mfrs)
Discuss/compare ETC design, testing with peers
Discuss attached article

Â

Please call to discuss and confirm date/logistics.

Â

Thanks,

Jeff

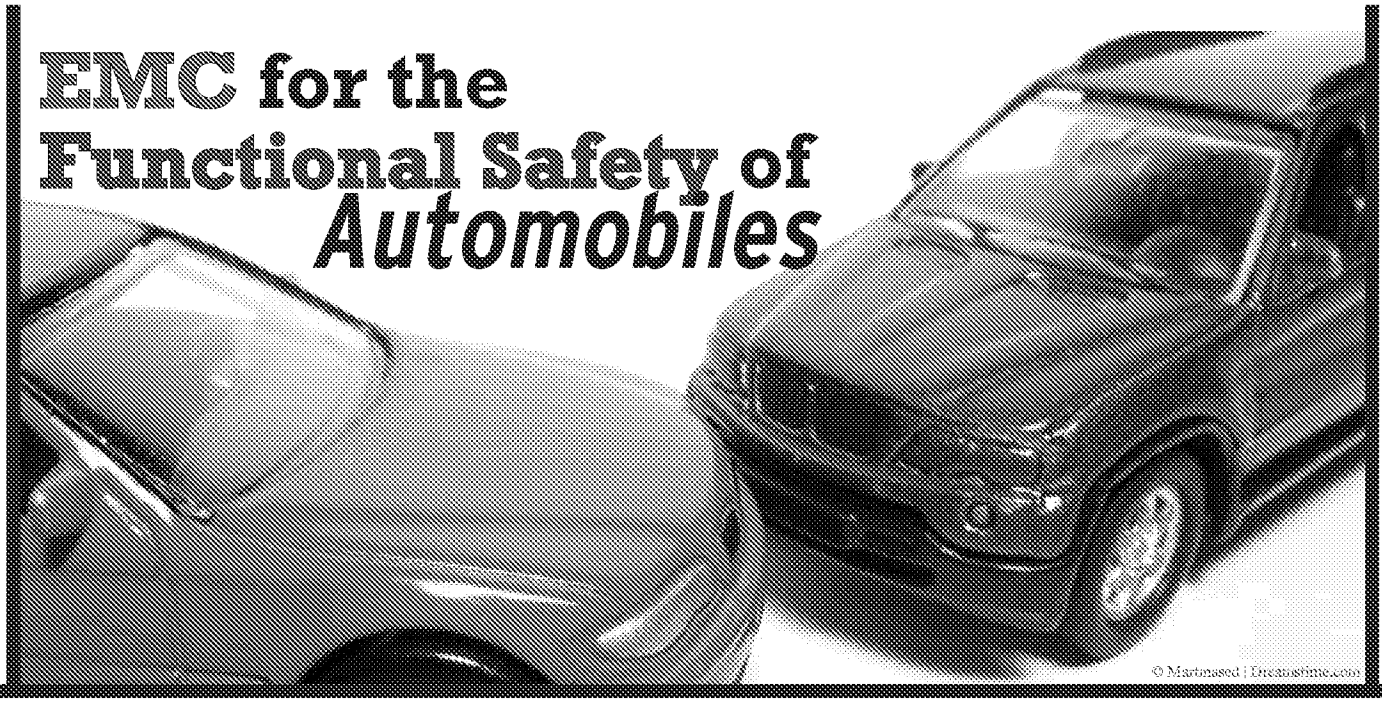
Â

ODI/VRTC/Toyota Removed Components Inspection Protocol

We understand Toyota has one throttle body and two accelerator pedal assemblies which they removed from one vehicle in NJ and one in CA. The following protocol is proposed.

1) Information review (subject parts): Can Toyota provide the vehicle histories, any dealer service/TAS/FTE information related to the alleged component failure (including pictures, videos, notes, and any electronic data taken from the vehicle ECU, etc), a statement on what's been done with each part since its removal from the vehicle (custody, shipment, testing, etc), and the x-rays Toyota did of the components (15 min).
2) Information review (other returned pedal assemblies): Review how Toyota, and/or the pedal supplier, analyzed earlier pedals returned from the field with reports of sticking or slow to return to idle and all related inspection/test reports and forensic data.
3) Component inspection (off vehicle): We'd like to conduct a physical inspection of the each components including manual actuation, a visual assessment, photography and/or videotaping, and discuss any observations or questions with Toyota technical staff (30 min).
4) Component inspection (on vehicle): We'd like to have the two pedal assemblies installed on representative vehicles, make a (static) physical assessment of its operation during actuation, and connect a Tech Stream to assess the electrical operation and collect any pertinent electronic data. If any anomalies are noted we may want to install another (non-suspect) pedal assembly on the vehicle for comparative testing (about an hour or so). *Please advise if equipment can be made available to capture force-displacement data on pedals installed in vehicle (in as received or dry condition and after "component conditioning" discussed in #6.*
5) Test drive: Dependant on the outcome of the above, we'd like to test drive each vehicle with the Tech Stream attached (about 15 or 20 minutes).
6) Component conditioning: Dependent on the outcome of the above, we'd like Toyota to explain and provide a procedure for how they want to 'condition' the pedal assemblies to introduce condensation into the component (the friction system specifically). Toyota can perform the procedure and we will repeat items 3 and 4 above (estimating an hour or so)
7) Component disassembly: Dependent on the outcome of the above, we'd like to disassemble one or both pedal assemblies (see item below) to assess the condition of the internal components and mechanisms.
8) If we are unable to experience any pedal sticking or return-to-close concerns from the above testing we may request to leave one pedal assembly intact so that it can be taken back to VRTC for further assessment. We will discuss and agree this with Toyota at the meeting.
9) Dependent on the outcome of the above, we will discuss and agree future possession and next steps for the above components at the meeting. We may request the throttle body that was removed from the NJ vehicle for further assessment at VRTC.

EMC for the Functional Safety of *Automobiles*



by Eurlng Keith Armstrong, Cherry Clough Consultants

Electronic sub-assemblies (ESAs) are being increasingly used where they could affect vehicle safety risks, including every aspect of drivetrain control, and many aspects of body control, including lighting, displays, indicators and mirrors. Anything that could affect the direct control of a vehicle, or could confuse other road users, is of concern [2]. Indeed, there are many current developments that are safety-related, such as automatic parking, intelligent cruise control, automatic lane following, vision-aids, and vehicle-to-vehicle telemetry (enables vehicles to start braking when traffic ahead slows, even when hidden around bends or in fog) that would not be possible without advanced electronics and its software.

The problem is that all ESAs can suffer from errors, malfunctions and even permanent damage due to electromagnetic interference (EMI). Further, the EM environment is continually worsening due to the increasing use of electronic technologies in all areas of society, especially switch-mode power conversion and wireless communications.

Another problem is that all ESAs rely on semiconductors, either as discrete or integrated circuits (ICs), and the continuing shrinkage in their internal silicon features and reductions in operating voltages are making them more susceptible to EMI. So, for several reasons, the importance of EMI to the safety of vehicular transport is increasing.

Standards in all industry sectors, including the automotive industry, generally deal with EMI-related safety issues very poorly, if they even cover it at all [3] [4] [5]. The few that attempt to address these issues simply require the application of traditional EMC immunity tests that can never be sufficient for ensuring tolerable safety risks over the entire lifecycle, for reasons which we'll described later.

Figure 1 outlines the general situation at the time this article is being written.

Over the last ten years or so, there have been developments in applying risk management techniques to EMC to correctly address EMI-related safety issues. Specifically, there is IEC TS 61000-1-2 [7] (which is effectively the missing EMC Annex of the basic functional safety standard IEC 61508 [8]), and the IET's new guide on "EMC for Functional Safety" [9].

Twelve Reasons Why EMC Testing is Insufficient for Safety

(Also see references [1] [9] [10] [11] and [12].)

1. Anechoic Test Chambers Do Not Simulate Real EM Environments

Traditional radiated field immunity tests specify anechoic test chambers, which are unlike all real-life EM environments experienced by road-going vehicles, so their results can differ markedly from real-life. Vehicle manufacturers overtest to address this and other shortcomings in their test methods, but over-testing cannot compensate for the deficiencies associated with anechoic chambers.

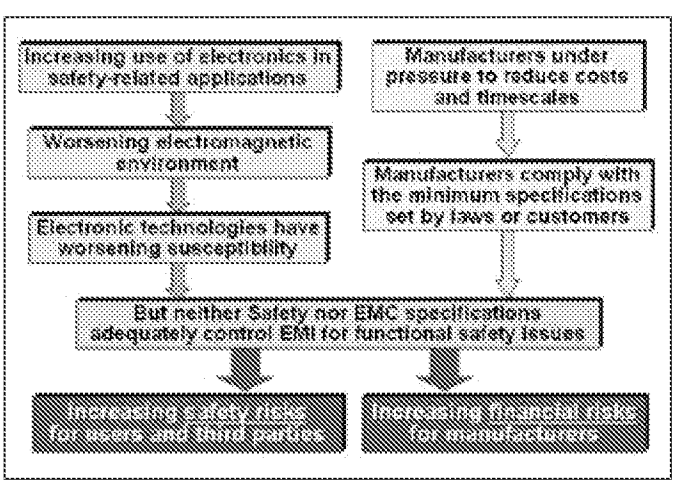
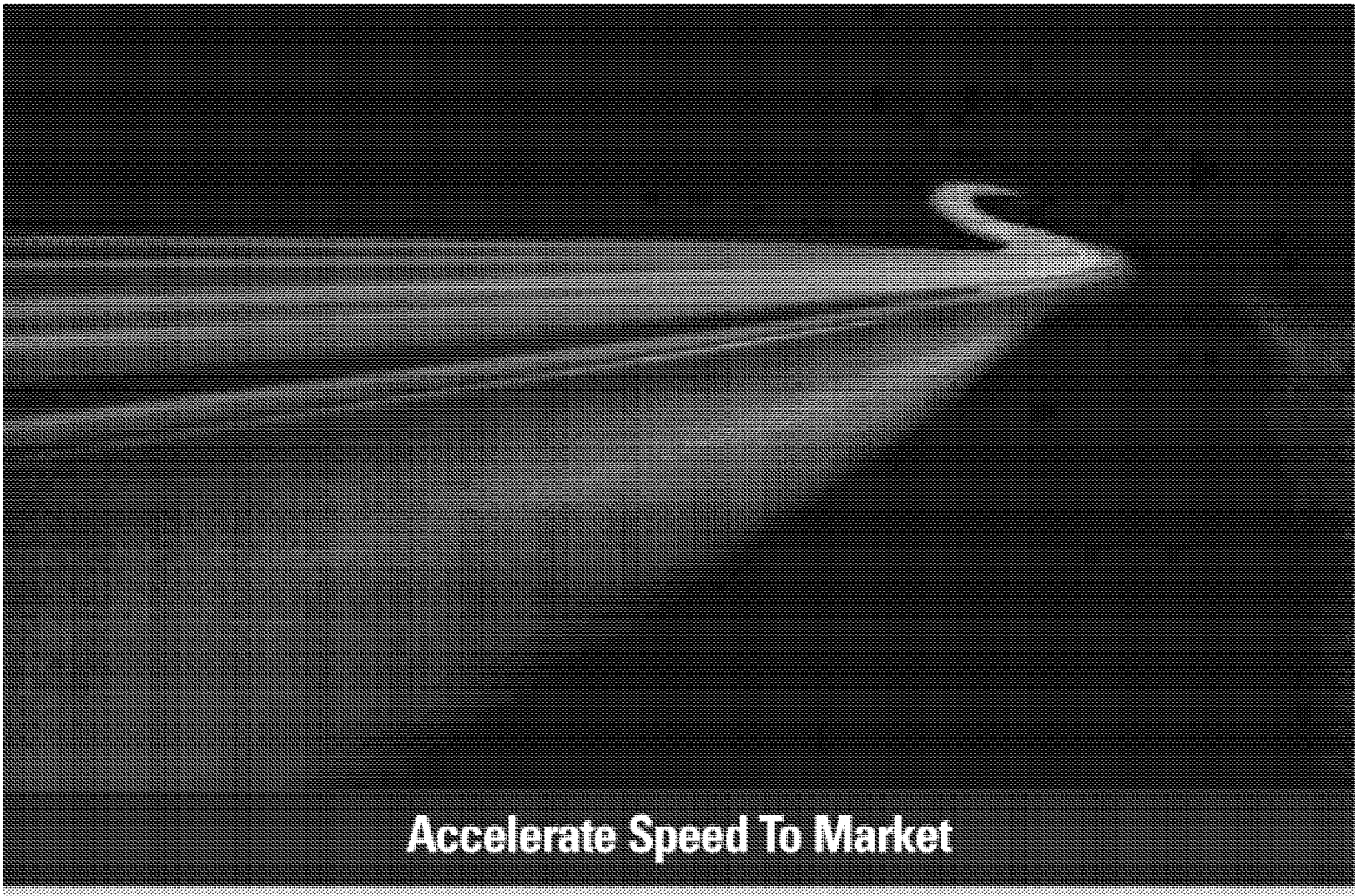


Figure 1: Increasing safety risks due to EMI



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Some EMC testing experts suggest there are large and unpredictable uncertainties associated with the use of anechoic chambers [13] [14]. Reverberation chambers can provide much more realistic tests [15] [16] and, for this reason (plus their lower costs), they are used by many manufacturers of flight-critical avionics.

2. RF Modulation Types and Frequencies Are Not Realistic

Traditional radio-frequency (RF) immunity tests use 1kHz sinewave modulation for ease of testing, low costs and repeatability, although some vehicle manufacturers employ pulse modulation to simulate digital cell phones and radars, at frequencies above 600MHz or so.

But real-life transmitters use a wide range of analog and digital modulation types and frequencies. References [17] and [18] show that immunity can be significantly degraded (e.g., 20dB or more) when EMI modulation corresponds with frequencies or waveforms used in internal processes, or resonates with circuits, cables, transducers or loads. Therefore, testing with 1kHz is too simple where safety issues are concerned.

Designers of military electronic warfare/countermeasures have known about the importance of modulation to immunity for many decades, but it is only now just starting to be addressed in standards (see [19] and [20]).

3. DC Power Disturbance Tests Are Not Realistic or Thorough

ISO 7637 [21] specifies conducted transient tests to simulate noise on a vehicle's power supply distribution network. The tests use waveforms based on simplifications of the transients that occur in real vehicles, so they can easily and repeatably be generated by low-cost test equipment.

Reference [22] describes tests of the DC power supply on a variety of real vehicles, and shows that the use of even the highest level pulses in [21] can be insufficient for some vehicles. Reference [22] also includes examples of real-life conducted transients in vehicles for which there are, as yet, no corresponding tests.

Varying the timings used by Pulse 2b of Reference [21] can delete the firmware in some ESAs, and varying the test settings can cause some ESAs to switch on or off without command. However, most vehicle and Tier 1 manufacturers do not vary the timings. Instead, they choose settings to reduce testing cost and time, or even to achieve a pass, possibly failing to detect latent unreliabilities that could increase safety risks.

The Ford Motor Company is unique in that its EMC test specification [23] deviates in part from [21] by using chattering relay tests that should produce transient tests with waveforms closer to what is probably experienced in real life.

4. Simultaneous Disturbances Are Not Tested

In real-life operation, ESAs are exposed to simultaneous EM disturbances, for example, two or more RF fields at different frequencies, a radiated field plus a conducted transient or electrostatic discharge, etc. But EMC immunity tests only apply disturbances one at a time.

Simultaneous disturbances that have different frequencies can cause EMI through intermodulation (IM), which (like demodulation) occurs naturally in non-linear devices like semiconductors. Figure 2 shows a simple example of two RF fields at different frequencies, which can cause EMI by:

- Direct interference from each frequency independently;
- Demodulation of the amplitude envelopes of either frequency, or both mixed together;
- Intermodulation, in which new frequencies are created.

Equipment that passes individual immunity tests can be much more susceptible to lower levels of the same disturbances when they are applied two at a time [24].

Vehicles have many independent sources of EM disturbances that can occur at the same time. A simple analysis, based on reasonable assumptions for a 6-cylinder engine at 2000 rpm with spark-ignition transients lasting 50ns, shows that, if there was an average of one unrelated 100ns transient per minute (e.g. due to the actuation of an electric motor or solenoid), there would be a 0.001% likelihood that the 100ns transient would overlap with a 50ns spark-ignition transient.

If this vehicle were driven for 1 hour/day, 5 days/week, 40 weeks/year, the likelihood of it experiencing an overlapping pulse event would be 12% per year. And, if the overlapping pulses caused an ESA to malfunction and caused a 1% chance of death (the official rate of death due to runaway vehicles in the United States over recent decades), the driver would have a risk of death of 0.12% per year. This might not sound much, but it is comparable with the risk of death knowingly accepted

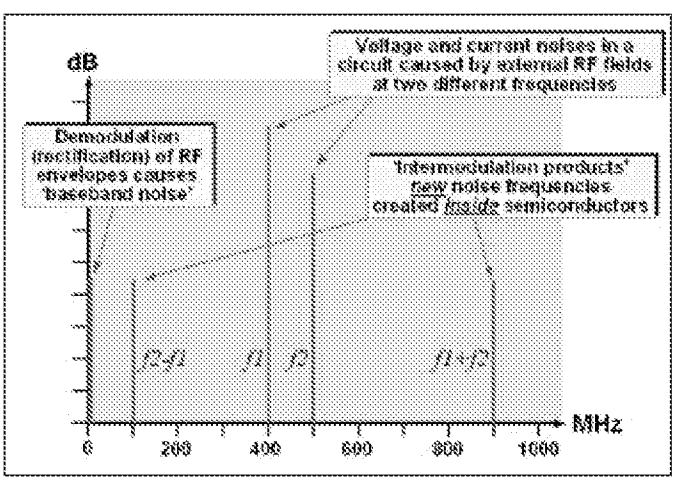


Figure 2: Example of demodulation and intermodulation

by people working in the most hazardous occupations (e.g., oil industry divers). If there were 100,000 such vehicles on the roads for similar periods, we could expect 120 deaths from these overlapping transients every year.

In this example, to be sure of experiencing just one overlapping pulse, a test vehicle would need to be driven 24/7 for 19 weeks. The likelihood of this discovering a significant safety problem is extremely remote, and even then it would almost certainly be diagnosed as something else. Were a customer to complain to his car dealer of a malfunction (that was due to these overlapping transients), the likelihood of the dealer experiencing the problem by test-driving the vehicle for a full eight hours would be very small indeed. Most likely the dealer would assume the driver had simply made a mistake.

5. Only One Port is Tested at a Time

When an ESA is subjected to a radiated RF field, all of its interconnecting cables pick up RF voltages, but with phase differences between them. But traditional EMC conducted immunity tests intended to simulate the effects of radiated fields only test one cable at a time.

Qinetiq PLC has injected RF into all of an ESA's conductors simultaneously, with phase shifts to match what would be expected in real life. They discovered that the immunity could be significantly worse than that experienced when one cable was tested at a time.

6. EMC Tests Ignore the Physical Environment

ESAs that are involved in safety-related activities must maintain certain EM characteristics over their life-cycles, despite the effects of the physical environment, including the following:

- Mechanical (static forces, shock, vibration, etc.)
- Climatic (temperature, humidity, air pressure, etc. – both extremes and cycling effects)
- Chemical (oxidation, galvanic corrosion, conductive dusts, condensation, drips, spray, immersion, icing, etc.)
- Biological (e.g., mould growth, etc.)
- Operational wear and tear over the lifetime (friction, fretting, repetitive cleaning, grease build-up, etc.)

Effects vary from immediate (e.g., non-flat mounting opening a gap and degrading shielding) to long-term (e.g., corrosion of a shield joint or filter ground bond). Reference [25] describes a number of real-life problems of this nature.

Reference [26] shows that a filter can suffer up to 20dB degradation in its attenuation due to a combination of ambient

temperature, supply voltage and load current that are within its specified ratings, when compared with the results of traditional immunity tests.

Highly-accelerated life tests are often used by vehicle manufacturers to verify that functionality will be maintained over the lifecycle, despite the physical environment. But the resulting aged units are rarely, if ever, tested to see if their EM characteristics have degraded, although this is understood to be common practice for Russian military equipment.

7. Quality of EM Design Is Ignored

Manufacturers apply the traditional immunity tests to their products, iterating their designs until they pass. But this approach cannot distinguish between a pass that was achieved by good EM design, or by something that would not be adequately controlled in serial manufacture over the production life of a vehicle.

EMC standards ignore design issues. So, if a product's EM design does not cope with component tolerances, semiconductor die-shrinks, variations in assembly (e.g., cable harnesses, grounding, etc.), replacement of obsolete components, firmware bug fixes, etc., the fact that some samples passed EMC tests means nothing at all for the EM characteristics of the ESAs or vehicles supplied to customers.

8. Assembly Errors are Ignored

Safety engineering generally requires verifying each manufactured product to make sure that assembly errors have not made it unsafe. But traditional EMC standards do not include any requirements for manufacturers to perform routine checks in serial manufacture on the EM characteristics that are necessary for achieving tolerable safety risks.

Automotive EMC test laboratories say that it is not uncommon for ESAs and vehicles that function correctly to fail EMC tests because of a misbuild. When this happens, the manufacturing errors are corrected and they are retested. Although most manufacturers employ rigorous end-of-line testing, including in-circuit test that will discover misbuilds that affect functionality, they do not generally design them to discover misbuilds that could affect EM characteristics.

So, based on type testing, a customer could receive a vehicle that includes one or more assembly errors that could prevent it from having the EM characteristics claimed by its manufacturer.

9. The Maximum Test Level is Not Necessarily the Worst

Electronic devices are non-linear, and circuits, firmware and software can be very complex. So ESAs can fail when tested with EM disturbances at a low level, but fail in a different way, or even pass, when tested at the specified levels. But most EM tests only expose equipment at the highest specified level to save testing time and cost. The likelihood of lower disturbance levels occurring is usually much higher than that of higher levels, so the immunity to low level disturbances could be much more significant for achieving tolerable safety risks.

10. Reasonably Foreseeable Faults are Ignored

Immunity to EMI can be significantly affected by faults, for example:

- Intermittent electrical connections;
- Dry joints, open or short circuits;
- Out-of-tolerance or incorrect components;
- Missing or damaged conductive gaskets;
- Loose/missing fixings in enclosures or cable shielding;
- Failure of a surge protection device.

But traditional automotive EMC testing ignores all faults; only perfect specimens of ESAs and vehicles are tested.

11. Reasonably Foreseeable Use and Misuse are Ignored

Tolerable safety risk levels must be maintained despite reasonably foreseeable use or misuse over the life-cycle. Of course, it is impossible to make anything perfectly safe, but people are known to behave in certain ways, so safety engineering should take this into account.

But traditional EM testing assumes vehicles are driven perfectly at all times, and are not damaged or modified.

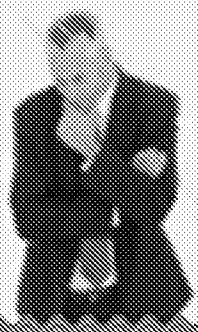
12. Systematic Effects are Ignored

Many system designers incorrectly assume that, if all the ESAs incorporated into a system pass their immunity tests, those systems will also be immune enough.

But performance degradations that are perfectly acceptable when an ESA is EMC tested, or are not even measured during the testing, could have significant implications for the functional safety of systems that use those ESAs. Agreement between the EMC test results on ESAs, and on the systems that incorporate them, is frequently found to be poor. This is often attributed to the principle known as emergence, which states that the characteristics of complex systems cannot necessarily be predicted from the characteristics of its component parts.

What Needs to Be Done

The IET's new guide [9] provides a comprehensive and detailed practical approach to dealing with the issues described above by applying modern risk management principles to EMC. It adopts the principles of [7], but uses an application-neutral language that makes it useful whichever functional safety standard is being applied (e.g., IEC 61508, or ISO 26262), or not. Unlike [7], it includes suggestions for how to take EMC into account when using modern risk assessment methods (e.g., FMEA, fault tree analysis, brainstorming, etc.), and adds checklists that will be useful for management,



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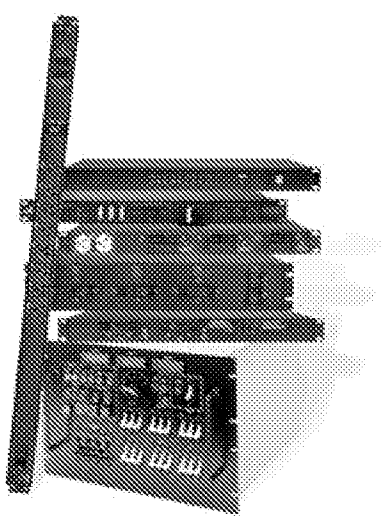

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design, and assessment. Its basic features for an automotive application are described below.

The approach described in [7] and [9] will require a significant learning curve for many manufacturers, functional safety assessors, and EMC test laboratories who want to develop the skills to assess a design's EMC for functional safety.

Manufacturers Need to be More Clever

Using only EMC testing to demonstrate due diligence in achieving tolerable safety risks over a vehicle's lifecycle, requires the twelve issues raised above – and their combinations (for example, an older vehicle with one or more faults, corroded metalwork and conductors, driven incorrectly, suffering multiple physical and EM disturbances simultaneously) – to be addressed by the test program. This would be so lengthy that no organization could possibly afford it. Manufacturers need to be cleverer, if they are to achieve tolerable functional safety risks with reasonable times and costs.

One aspect of this cleverness is to use EM design techniques that ensure safety-related systems will maintain the necessary EM characteristics over their lifetime, taking the reasonably foreseeable EM and physical environments into account [27]. Another is to verify and validate these more robust designs, using a variety of methods (generally including some EMC testing) to achieve the necessary confidence without excessive timescales or costs.

Assessing the Lifetime EM and Physical Environments

An assessment of the reasonably foreseeable real-life possibilities over the vehicle lifetime [28] [29] should include:

- EM disturbances in the near-field (e.g., crosstalk in cable bundles) and far-field (e.g., radio/radar transmitters);
- Intra-system interference (between ESAs in a system);
- Inter-system interference (between different systems in a vehicle, and a vehicle system and the world outside; also considering electronic devices carried by people);
- Modulation types, and their frequencies or waveshapes;
- Simultaneous EM and/or physical disturbances (including continuous, extremes, cycling and transients);
- Possibilities for use and misuse;
- Physical environment(s) (e.g., mechanical, climatic, biological, wear, etc.);
- The effects of aging;
- Future changes to the EM and physical environments;
- Component tolerances, and future changes to components (e.g., obsolescence, die shrinks, etc.)

It is usually only possible to establish the types of EM phenomena (see Figure 3), their modulations and worst-case levels, with any confidence.

Standards from the IEC and military describe a variety of physical environments, but the compatibility levels (or test levels) they specify should not be applied unquestioningly, as they may not have been created for safety purposes.

If a vehicle type is to be sold into an EM and/or physical environment not fully addressed during its original design, an assessment of the new EM and physical environments is required. To maintain tolerable risk levels could require design changes, reverification and revalidation.

Good EM and Physical Design Engineering

There are a great many publications on good EM design techniques that can be applied at different levels of assembly, from ICs to cabling and vehicle structures. Reference [27] discusses a number of well-proven, good EM and physical design techniques for controlling functional safety risks, which is greatly expanded upon in an Annex to [7] and Part 4 of [9].

Hazard Identification and Risk Assessment

A documented hazard identification and risk assessment process is required that assesses how the reasonably foreseeable EM and physical environments over the lifecycle could possibly affect the ESA or vehicle, taking into account faults, misuse, etc. It should show how any excessive risks were reduced to an acceptable degree by design, and be a living document that guides the design process throughout.

Inductive (or consequence) methods start with a low-level error or failure, and try to determine whether it could lead to a hazardous situation. They include failure mode effects analysis (FMEA) and event tree analysis [30].

Deductive (or causal) methods start with hazardous situations, and try to determine what could have caused them, and include fault tree analysis [30].

Brainstorming techniques identify any possibilities. They apply inductive methods to see if the possibilities could have hazardous consequences, and then apply deductive methods to discover what could cause them, and also their likely effects.

It is usual to employ at least one inductive and at least one deductive method to improve the coverage of the risk assessment. Brainstorming is always required to foresee faults, use, misuse, etc., overlooked by standard methods.

All of the above must take into account the EM and physical characteristics of the product and its reasonably foreseeable EM and physical environments over its lifetime. Many vehicle manufacturers and Tier 1 companies employ risk assessment methods, but they tend to do it by rote, which is not recommended by functional safety experts [31] [32].

Any risk assessment method must take into account the fact that some failure modes (e.g., latch-up) can cause some/all

of an IC's output pins to change state at the same time, and common-mode EMI causes noise on many/all circuit nodes at the same time. Also, EMI and some types of faults can create noise that can be mistaken for valid signals.

It is generally assumed that two or more independent faults are so unlikely that only single-fault issues need be considered, but this is a misunderstanding. Where the likelihood of certain faults is high enough (e.g., due to inadequate design or assembly) the possibility that two or more such independent faults could occur simultaneously should be taken into account.

When designing a vehicle so that a person can drive it safely, it is also appropriate to use task analysis and human reliability analysis.

EM and Physical Specifications

Specifications should be written for each vehicle safety-related system in order to control their design, manufacture, verification and validation, and the specifications should include EM and physical requirements derived from the above. Specifications for the ESAs to be incorporated in a safety-related system should then be derived from the system's specification, taking into account any EM or physical mitigation measures employed by the system (e.g., shielding, filtering, surge suppression, anti-vibration mountings, forced cooling, etc.)

A Verification/Validation Plan

Achieving sufficient confidence when verifying and validating the design and assembly requires a mixture of techniques [33], none of which is sufficient alone, including:

- Demonstrations
- Checklists
- Inspections
- Reviews and audits
- Independent assessments
- EM tests on ESAs and complete vehicles
- Validated computer simulations

EM tests are most useful when they closely replicate the EM/physical characteristics of the real-world environment(s). It is generally best to base such tests on the standardized test methods, competently modified to better simulate the real life EM/physical environments.

HALT (highly-accelerated life testing) is a powerful tool for assessing the lifecycle suitability of design and assembly methods, and of EM mitigation techniques such as shielding and filtering [34]. Appropriate design of test set-ups can make it possible to detect unacceptably degraded EM performance during HALT testing.

ESAs for use in safety systems always require some final verification/validation tests, as do the completed vehicle safety systems themselves. These tests should be designed to provide the required confidence without high costs.

The EM characteristics of serially-manufactured ESAs and vehicles can be significantly affected by any of the following issues:

- Variations in purchased parts (e.g., IC die-shrinks);
- Alternative or replacement parts;
- Variations in plating, painting and fixing;
- Differences in assembly (e.g., wiring);
- Design changes and improvements;
- Firmware bug-fixes and upgrades, etc.

Therefore, all of the build-state issues relevant for maintaining tolerable functional safety risks should be identified during design, and controlled by quality control (QC).

QC should use a range of techniques; including quick, easy, low-cost EM checks on delivered goods, ESAs and sub-assemblies, plus sample-based testing designed to maintain an acceptable quality level. QC should employ competent personnel, backed up by appropriate testing, to assess every proposal for a design change for its implications for EM characteristics and functional safety risks.

The Results of Verification and Validation

Documents should show how any shortcomings in meeting the specifications were dealt with, and the specifications achieved.

Measures Necessary to Maintain EM Characteristics

Assumptions originally made about real-life EM and physical environments should be verified during the lifecycle of a model of vehicle and, if they are in error, what appropriate actions were taken.

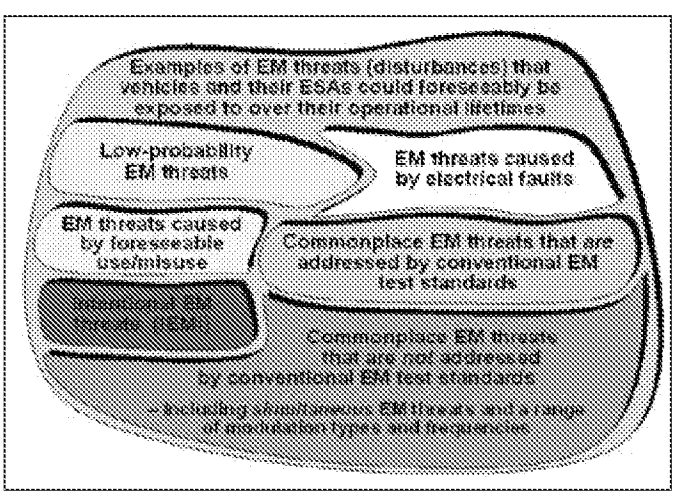

Figure 3: Examples of foreseeable EM disturbances

Appropriate QC activities are required for maintenance, repair, refurbishment, modification and firmware upgrades to ensure that the required EM and physical characteristics are not compromised over the vehicle lifecycle.

Vehicle service schedules might need to include certain checks, tests or component replacements. EMC checks or tests might also need to be devised, and equipment provided for use by relatively unskilled technicians in dealers' service departments for use at scheduled intervals. Computerized diagnostic programs might need to be modified to detect certain EM or physical characteristics.

Repair instructions should include activities that maintain the vehicle's EM/physical characteristics, possibly followed by EM and physical verification to specification. User manuals should recommend activities that help maintain the required EM/physical characteristics over the vehicle's lifecycle, and may need to describe, in layman's terms, how the user can identify EMI as the cause of a problem, and perhaps how to deal with it (in some circumstances).

Documentation – the Safety Case

To help manage functional safety, and for a good defense in case of a legal challenge, a safety case should be created that documents all the activities described above and shows how they achieve tolerable safety risks over the vehicle's lifecycle.

The Amount of Work Required Depends on the Level of Risk

The greater the excess safety risk is above the tolerable level of risk (making increased risk-reduction necessary), the more critical the need that all of the activities described above are more detailed, comprehensive and in-depth, and that they are performed by people who are more knowledgeable and more competent in the necessary techniques.

Conclusions

This article has described a dozen reasons why it is generally not possible to rely solely on EM testing to help achieve tolerable functional safety risks.

We have also shown that rare and untested EMI events that could cause a safety incident only once during a 10-year vehicle life could expose drivers to safety risks comparable with those of the world's most dangerous occupations. These safety risks are most unlikely to be detected by a car dealer, even when a customer complains about the symptoms.

EMI must be treated like any other possible cause of hazards, including malfunctions in firmware [35]. Appropriate techniques in assessing the EM/physical environments, and in design, verification and validation, manufacture, maintenance, repair, modification and upgrade are required to ensure that tolerable safety risks are achieved over the vehicle's anticipated operational lifecycle. □

Keith Armstrong *is a principal with Cherry Clough Consultants (www.cherryclough.com) and a frequent contributor to Conformity. He can be reached at keith.armstrong@cherryclough.com.*

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From:	<Jeff.Quandt@dot.gov>.	Sent:1/21/2010 7:19 AM.
To: [-]	<CSantucci@tma.toyota.com>.	
Cc: [-]	<Scott.Yon@dot.gov>.	
Bcc: [-]	.	
Subject:	CATD meeting.	

Chris – As I mentioned in my phone message to you this morning, here is a rough agenda of topics we would like to discuss, information we would like to see and review and parts we would like to see when we meet at the Central Atlantictraining center. Please confirm that Toyotacan meet on Wed and cover the requested agenda items.

Accelerator Pedal assembly return part testing and forensic analysis – (see attached)
Pedal assembly data – Please bring the following information:
Baseline hysteresis (force-displacement on apply & release) curves for all CTS pedal assemblies and all other hysteresis curves generated from testing done to assess root cause of high resistance "sticking" condition (this should include overlaid curves of baseline part and part with condition (as shown at meeting Tues for Aygo vehicle).
Information describing test procedure for simulating high humidity condition to produce condensation on friction surface (and any changes to part specification based on lessons learned from subject condition)
All material/data that is available regarding the following:

i. The relationship between age and/or pedal cycles and "smoothening" of friction surfaces;

ii. The relationship between "smoothening" and friction for both wet and dry conditions over the full range of pedal stroke;

iii. The relationship between differing amounts of moisture/condensation on the friction over the full range of pedal stroke (for both PPS and PA46);

iv. All Design of Experiment testing to identify contributing factors and assess the influence of each (for both PPS and PA46);

v. Friction as a function of pedal stroke (for PPS, PA46 and POM) for (1) a new/dry part; (2) a used/dry part; (3) a new/wet part; and (4) a used/wet part; and

vi. The amount of friction necessary to cause a "stuck" pedal over the full range of pedal stroke.

Old & redesigned versions of CTS pedals for Avalon and Tundra
Denso pedal to discuss design for generating friction/feel
Electronic throttle control – Review Toyota's electronic throttle control system design, including self-diagnostics, associated DTC's, all FMEA and fault tree analysis related to the ETC system or the accelerator pedal position sensor assembly, throttle body, ECM and associated wiring (this can be limited to conditions related to the potential for unintended acceleration)
Electromagnetic compatibility – Review Toyota's general EMC standards/testing and discuss how they are applied to the ETC & cruise/speed control systems specifically.
Review Toyota EMC & ETC standards and design strategy
Discuss/compare with other EMC standards (e.g., ISO, SAE, peer mfrs)
Discuss/compare ETC design, testing with peers
Discuss attached article

Please call to discuss and confirm date/logistics.

Thanks,

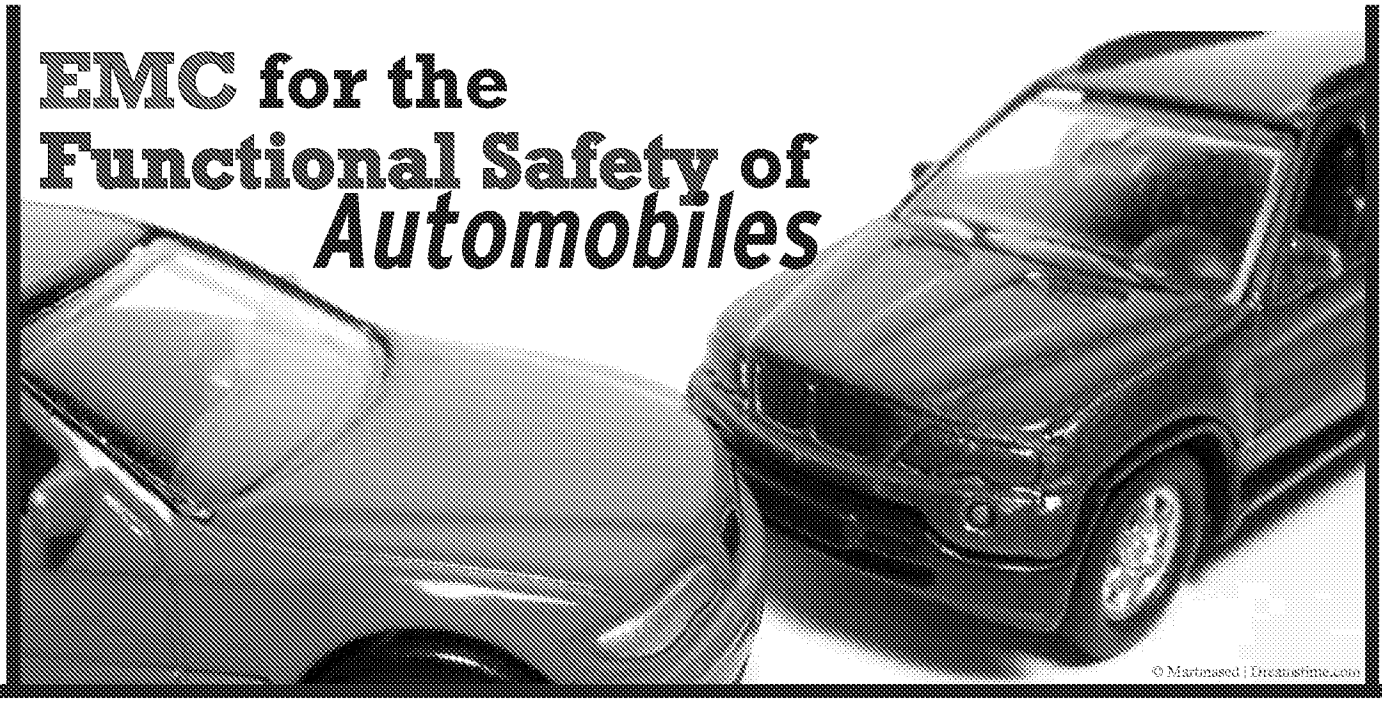
Jeff

ODI/VRTC/Toyota Removed Components Inspection Protocol

We understand Toyota has one throttle body and two accelerator pedal assemblies which they removed from one vehicle in NJ and one in CA. The following protocol is proposed.

1) Information review (subject parts): Can Toyota provide the vehicle histories, any dealer service/TAS/FTE information related to the alleged component failure (including pictures, videos, notes, and any electronic data taken from the vehicle ECU, etc), a statement on what's been done with each part since its removal from the vehicle (custody, shipment, testing, etc), and the x-rays Toyota did of the components (15 min).
2) Information review (other returned pedal assemblies): Review how Toyota, and/or the pedal supplier, analyzed earlier pedals returned from the field with reports of sticking or slow to return to idle and all related inspection/test reports and forensic data.
3) Component inspection (off vehicle): We'd like to conduct a physical inspection of the each components including manual actuation, a visual assessment, photography and/or videotaping, and discuss any observations or questions with Toyota technical staff (30 min).
4) Component inspection (on vehicle): We'd like to have the two pedal assemblies installed on representative vehicles, make a (static) physical assessment of its operation during actuation, and connect a Tech Stream to assess the electrical operation and collect any pertinent electronic data. If any anomalies are noted we may want to install another (non-suspect) pedal assembly on the vehicle for comparative testing (about an hour or so). *Please advise if equipment can be made available to capture force-displacement data on pedals installed in vehicle (in as received or dry condition and after "component conditioning" discussed in #6.*
5) Test drive: Dependant on the outcome of the above, we'd like to test drive each vehicle with the Tech Stream attached (about 15 or 20 minutes).
6) Component conditioning: Dependent on the outcome of the above, we'd like Toyota to explain and provide a procedure for how they want to 'condition' the pedal assemblies to introduce condensation into the component (the friction system specifically). Toyota can perform the procedure and we will repeat items 3 and 4 above (estimating an hour or so)
7) Component disassembly: Dependent on the outcome of the above, we'd like to disassemble one or both pedal assemblies (see item below) to assess the condition of the internal components and mechanisms.
8) If we are unable to experience any pedal sticking or return-to-close concerns from the above testing we may request to leave one pedal assembly intact so that it can be taken back to VRTC for further assessment. We will discuss and agree this with Toyota at the meeting.
9) Dependent on the outcome of the above, we will discuss and agree future possession and next steps for the above components at the meeting. We may request the throttle body that was removed from the NJ vehicle for further assessment at VRTC.

EMC for the Functional Safety of *Automobiles*



by EurIng Keith Armstrong, Cherry Clough Consultants

Electronic sub-assemblies (ESAs) are being increasingly used where they could affect vehicle safety risks, including every aspect of drivetrain control, and many aspects of body control, including lighting, displays, indicators and mirrors. Anything that could affect the direct control of a vehicle, or could confuse other road users, is of concern [2]. Indeed, there are many current developments that are safety-related, such as automatic parking, intelligent cruise control, automatic lane following, vision-aids, and vehicle-to-vehicle telemetry (enables vehicles to start braking when traffic ahead slows, even when hidden around bends or in fog) that would not be possible without advanced electronics and its software.

The problem is that all ESAs can suffer from errors, malfunctions and even permanent damage due to electromagnetic interference (EMI). Further, the EM environment is continually worsening due to the increasing use of electronic technologies in all areas of society, especially switch-mode power conversion and wireless communications.

Another problem is that all ESAs rely on semiconductors, either as discrete or integrated circuits (ICs), and the continuing shrinkage in their internal silicon features and reductions in operating voltages are making them more susceptible to EMI. So, for several reasons, the importance of EMI to the safety of vehicular transport is increasing.

Standards in all industry sectors, including the automotive industry, generally deal with EMI-related safety issues very poorly, if they even cover it at all [3] [4] [5]. The few that attempt to address these issues simply require the application of traditional EMC immunity tests that can never be sufficient for ensuring tolerable safety risks over the entire lifecycle, for reasons which we'll described later.

Figure 1 outlines the general situation at the time this article is being written.

Over the last ten years or so, there have been developments in applying risk management techniques to EMC to correctly address EMI-related safety issues. Specifically, there is IEC TS 61000-1-2 [7] (which is effectively the missing EMC Annex of the basic functional safety standard IEC 61508 [8]), and the IET's new guide on "EMC for Functional Safety" [9].

Twelve Reasons Why EMC Testing is Insufficient for Safety

(Also see references [1] [9] [10] [11] and [12].)

1. Anechoic Test Chambers Do Not Simulate Real EM Environments

Traditional radiated field immunity tests specify anechoic test chambers, which are unlike all real-life EM environments experienced by road-going vehicles, so their results can differ markedly from real-life. Vehicle manufacturers overtest to address this and other shortcomings in their test methods, but over-testing cannot compensate for the deficiencies associated with anechoic chambers.

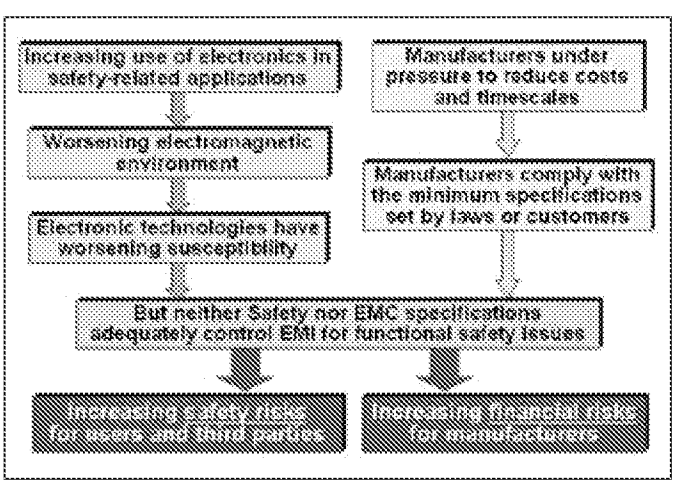
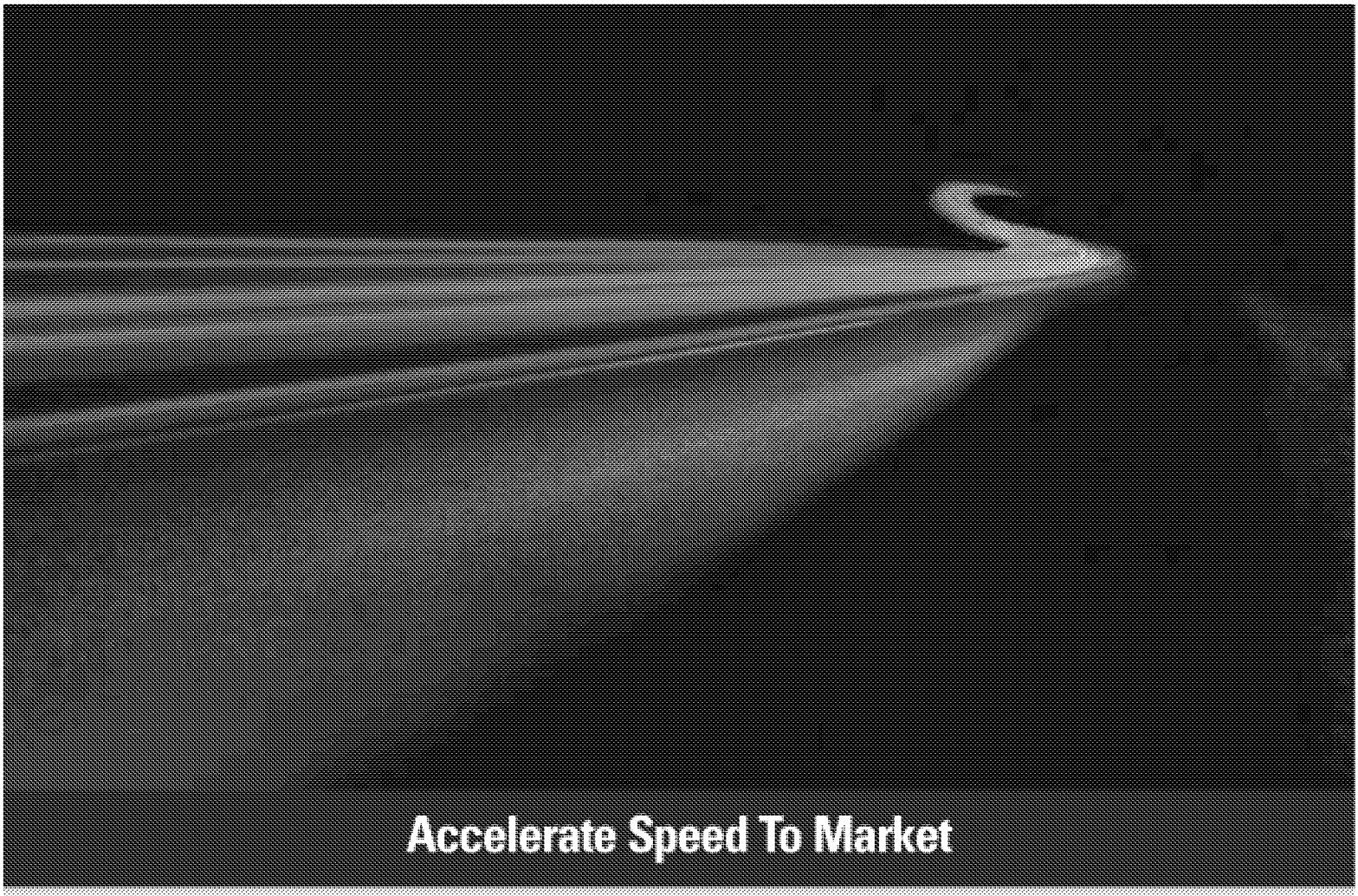


Figure 1: Increasing safety risks due to EMI



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Some EMC testing experts suggest there are large and unpredictable uncertainties associated with the use of anechoic chambers [13] [14]. Reverberation chambers can provide much more realistic tests [15] [16] and, for this reason (plus their lower costs), they are used by many manufacturers of flight-critical avionics.

2. RF Modulation Types and Frequencies Are Not Realistic

Traditional radio-frequency (RF) immunity tests use 1kHz sinewave modulation for ease of testing, low costs and repeatability, although some vehicle manufacturers employ pulse modulation to simulate digital cell phones and radars, at frequencies above 600MHz or so.

But real-life transmitters use a wide range of analog and digital modulation types and frequencies. References [17] and [18] show that immunity can be significantly degraded (e.g., 20dB or more) when EMI modulation corresponds with frequencies or waveforms used in internal processes, or resonates with circuits, cables, transducers or loads. Therefore, testing with 1kHz is too simple where safety issues are concerned.

Designers of military electronic warfare/countermeasures have known about the importance of modulation to immunity for many decades, but it is only now just starting to be addressed in standards (see [19] and [20]).

3. DC Power Disturbance Tests Are Not Realistic or Thorough

ISO 7637 [21] specifies conducted transient tests to simulate noise on a vehicle's power supply distribution network. The tests use waveforms based on simplifications of the transients that occur in real vehicles, so they can easily and repeatably be generated by low-cost test equipment.

Reference [22] describes tests of the DC power supply on a variety of real vehicles, and shows that the use of even the highest level pulses in [21] can be insufficient for some vehicles. Reference [22] also includes examples of real-life conducted transients in vehicles for which there are, as yet, no corresponding tests.

Varying the timings used by Pulse 2b of Reference [21] can delete the firmware in some ESAs, and varying the test settings can cause some ESAs to switch on or off without command. However, most vehicle and Tier 1 manufacturers do not vary the timings. Instead, they choose settings to reduce testing cost and time, or even to achieve a pass, possibly failing to detect latent unreliabilities that could increase safety risks.

The Ford Motor Company is unique in that its EMC test specification [23] deviates in part from [21] by using chattering relay tests that should produce transient tests with waveforms closer to what is probably experienced in real life.

4. Simultaneous Disturbances Are Not Tested

In real-life operation, ESAs are exposed to simultaneous EM disturbances, for example, two or more RF fields at different frequencies, a radiated field plus a conducted transient or electrostatic discharge, etc. But EMC immunity tests only apply disturbances one at a time.

Simultaneous disturbances that have different frequencies can cause EMI through intermodulation (IM), which (like demodulation) occurs naturally in non-linear devices like semiconductors. Figure 2 shows a simple example of two RF fields at different frequencies, which can cause EMI by:

- Direct interference from each frequency independently;
- Demodulation of the amplitude envelopes of either frequency, or both mixed together;
- Intermodulation, in which new frequencies are created.

Equipment that passes individual immunity tests can be much more susceptible to lower levels of the same disturbances when they are applied two at a time [24].

Vehicles have many independent sources of EM disturbances that can occur at the same time. A simple analysis, based on reasonable assumptions for a 6-cylinder engine at 2000 rpm with spark-ignition transients lasting 50ns, shows that, if there was an average of one unrelated 100ns transient per minute (e.g. due to the actuation of an electric motor or solenoid), there would be a 0.001% likelihood that the 100ns transient would overlap with a 50ns spark-ignition transient.

If this vehicle were driven for 1 hour/day, 5 days/week, 40 weeks/year, the likelihood of it experiencing an overlapping pulse event would be 12% per year. And, if the overlapping pulses caused an ESA to malfunction and caused a 1% chance of death (the official rate of death due to runaway vehicles in the United States over recent decades), the driver would have a risk of death of 0.12% per year. This might not sound much, but it is comparable with the risk of death knowingly accepted

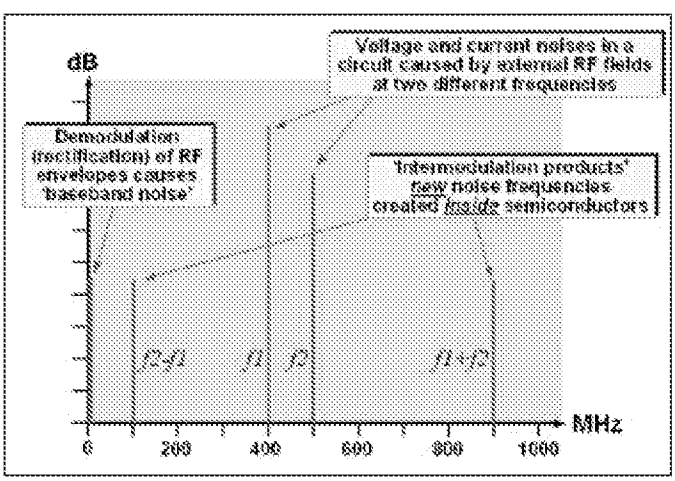


Figure 2: Example of demodulation and intermodulation

by people working in the most hazardous occupations (e.g., oil industry divers). If there were 100,000 such vehicles on the roads for similar periods, we could expect 120 deaths from these overlapping transients every year.

In this example, to be sure of experiencing just one overlapping pulse, a test vehicle would need to be driven 24/7 for 19 weeks. The likelihood of this discovering a significant safety problem is extremely remote, and even then it would almost certainly be diagnosed as something else. Were a customer to complain to his car dealer of a malfunction (that was due to these overlapping transients), the likelihood of the dealer experiencing the problem by test-driving the vehicle for a full eight hours would be very small indeed. Most likely the dealer would assume the driver had simply made a mistake.

5. Only One Port is Tested at a Time

When an ESA is subjected to a radiated RF field, all of its interconnecting cables pick up RF voltages, but with phase differences between them. But traditional EMC conducted immunity tests intended to simulate the effects of radiated fields only test one cable at a time.

Qinetiq PLC has injected RF into all of an ESA's conductors simultaneously, with phase shifts to match what would be expected in real life. They discovered that the immunity could be significantly worse than that experienced when one cable was tested at a time.

6. EMC Tests Ignore the Physical Environment

ESAs that are involved in safety-related activities must maintain certain EM characteristics over their life-cycles, despite the effects of the physical environment, including the following:

- Mechanical (static forces, shock, vibration, etc.)
- Climatic (temperature, humidity, air pressure, etc. – both extremes and cycling effects)
- Chemical (oxidation, galvanic corrosion, conductive dusts, condensation, drips, spray, immersion, icing, etc.)
- Biological (e.g., mould growth, etc.)
- Operational wear and tear over the lifetime (friction, fretting, repetitive cleaning, grease build-up, etc.)

Effects vary from immediate (e.g., non-flat mounting opening a gap and degrading shielding) to long-term (e.g., corrosion of a shield joint or filter ground bond). Reference [25] describes a number of real-life problems of this nature.

Reference [26] shows that a filter can suffer up to 20dB degradation in its attenuation due to a combination of ambient

temperature, supply voltage and load current that are within its specified ratings, when compared with the results of traditional immunity tests.

Highly-accelerated life tests are often used by vehicle manufacturers to verify that functionality will be maintained over the lifecycle, despite the physical environment. But the resulting aged units are rarely, if ever, tested to see if their EM characteristics have degraded, although this is understood to be common practice for Russian military equipment.

7. Quality of EM Design Is Ignored

Manufacturers apply the traditional immunity tests to their products, iterating their designs until they pass. But this approach cannot distinguish between a pass that was achieved by good EM design, or by something that would not be adequately controlled in serial manufacture over the production life of a vehicle.

EMC standards ignore design issues. So, if a product's EM design does not cope with component tolerances, semiconductor die-shrinks, variations in assembly (e.g., cable harnesses, grounding, etc.), replacement of obsolete components, firmware bug fixes, etc., the fact that some samples passed EMC tests means nothing at all for the EM characteristics of the ESAs or vehicles supplied to customers.

8. Assembly Errors are Ignored

Safety engineering generally requires verifying each manufactured product to make sure that assembly errors have not made it unsafe. But traditional EMC standards do not include any requirements for manufacturers to perform routine checks in serial manufacture on the EM characteristics that are necessary for achieving tolerable safety risks.

Automotive EMC test laboratories say that it is not uncommon for ESAs and vehicles that function correctly to fail EMC tests because of a misbuild. When this happens, the manufacturing errors are corrected and they are retested. Although most manufacturers employ rigorous end-of-line testing, including in-circuit test that will discover misbuilds that affect functionality, they do not generally design them to discover misbuilds that could affect EM characteristics.

So, based on type testing, a customer could receive a vehicle that includes one or more assembly errors that could prevent it from having the EM characteristics claimed by its manufacturer.

9. The Maximum Test Level is Not Necessarily the Worst

Electronic devices are non-linear, and circuits, firmware and software can be very complex. So ESAs can fail when tested with EM disturbances at a low level, but fail in a different way, or even pass, when tested at the specified levels. But most EM tests only expose equipment at the highest specified level to save testing time and cost. The likelihood of lower disturbance levels occurring is usually much higher than that of higher levels, so the immunity to low level disturbances could be much more significant for achieving tolerable safety risks.

10. Reasonably Foreseeable Faults are Ignored

Immunity to EMI can be significantly affected by faults, for example:

- Intermittent electrical connections;
- Dry joints, open or short circuits;
- Out-of-tolerance or incorrect components;
- Missing or damaged conductive gaskets;
- Loose/missing fixings in enclosures or cable shielding;
- Failure of a surge protection device.

But traditional automotive EMC testing ignores all faults; only perfect specimens of ESAs and vehicles are tested.

11. Reasonably Foreseeable Use and Misuse are Ignored

Tolerable safety risk levels must be maintained despite reasonably foreseeable use or misuse over the life-cycle. Of course, it is impossible to make anything perfectly safe, but people are known to behave in certain ways, so safety engineering should take this into account.

But traditional EM testing assumes vehicles are driven perfectly at all times, and are not damaged or modified.

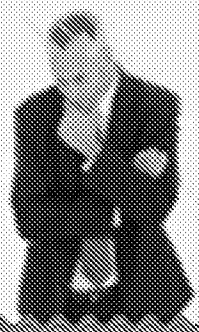
12. Systematic Effects are Ignored

Many system designers incorrectly assume that, if all the ESAs incorporated into a system pass their immunity tests, those systems will also be immune enough.

But performance degradations that are perfectly acceptable when an ESA is EMC tested, or are not even measured during the testing, could have significant implications for the functional safety of systems that use those ESAs. Agreement between the EMC test results on ESAs, and on the systems that incorporate them, is frequently found to be poor. This is often attributed to the principle known as emergence, which states that the characteristics of complex systems cannot necessarily be predicted from the characteristics of its component parts.

What Needs to Be Done

The IET's new guide [9] provides a comprehensive and detailed practical approach to dealing with the issues described above by applying modern risk management principles to EMC. It adopts the principles of [7], but uses an application-neutral language that makes it useful whichever functional safety standard is being applied (e.g., IEC 61508, or ISO 26262), or not. Unlike [7], it includes suggestions for how to take EMC into account when using modern risk assessment methods (e.g., FMEA, fault tree analysis, brainstorming, etc.), and adds checklists that will be useful for management,



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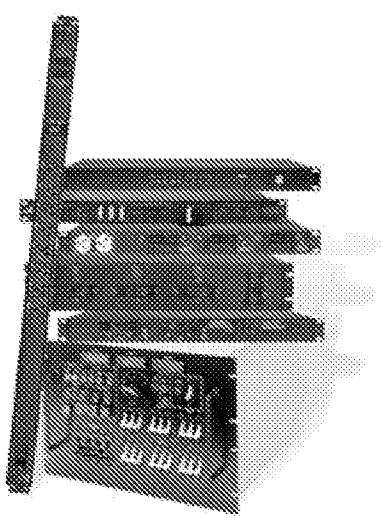

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design, and assessment. Its basic features for an automotive application are described below.

The approach described in [7] and [9] will require a significant learning curve for many manufacturers, functional safety assessors, and EMC test laboratories who want to develop the skills to assess a design's EMC for functional safety.

Manufacturers Need to be More Clever

Using only EMC testing to demonstrate due diligence in achieving tolerable safety risks over a vehicle's lifecycle, requires the twelve issues raised above – and their combinations (for example, an older vehicle with one or more faults, corroded metalwork and conductors, driven incorrectly, suffering multiple physical and EM disturbances simultaneously) – to be addressed by the test program. This would be so lengthy that no organization could possibly afford it. Manufacturers need to be cleverer, if they are to achieve tolerable functional safety risks with reasonable times and costs.

One aspect of this cleverness is to use EM design techniques that ensure safety-related systems will maintain the necessary EM characteristics over their lifetime, taking the reasonably foreseeable EM and physical environments into account [27]. Another is to verify and validate these more robust designs, using a variety of methods (generally including some EMC testing) to achieve the necessary confidence without excessive timescales or costs.

Assessing the Lifetime EM and Physical Environments

An assessment of the reasonably foreseeable real-life possibilities over the vehicle lifetime [28] [29] should include:

- EM disturbances in the near-field (e.g., crosstalk in cable bundles) and far-field (e.g., radio/radar transmitters);
- Intra-system interference (between ESAs in a system);
- Inter-system interference (between different systems in a vehicle, and a vehicle system and the world outside; also considering electronic devices carried by people);
- Modulation types, and their frequencies or waveshapes;
- Simultaneous EM and/or physical disturbances (including continuous, extremes, cycling and transients);
- Possibilities for use and misuse;
- Physical environment(s) (e.g., mechanical, climatic, biological, wear, etc.);
- The effects of aging;
- Future changes to the EM and physical environments;
- Component tolerances, and future changes to components (e.g., obsolescence, die shrinks, etc.)

It is usually only possible to establish the types of EM phenomena (see Figure 3), their modulations and worst-case levels, with any confidence.

Standards from the IEC and military describe a variety of physical environments, but the compatibility levels (or test levels) they specify should not be applied unquestioningly, as they may not have been created for safety purposes.

If a vehicle type is to be sold into an EM and/or physical environment not fully addressed during its original design, an assessment of the new EM and physical environments is required. To maintain tolerable risk levels could require design changes, reverification and revalidation.

Good EM and Physical Design Engineering

There are a great many publications on good EM design techniques that can be applied at different levels of assembly, from ICs to cabling and vehicle structures. Reference [27] discusses a number of well-proven, good EM and physical design techniques for controlling functional safety risks, which is greatly expanded upon in an Annex to [7] and Part 4 of [9].

Hazard Identification and Risk Assessment

A documented hazard identification and risk assessment process is required that assesses how the reasonably foreseeable EM and physical environments over the lifecycle could possibly affect the ESA or vehicle, taking into account faults, misuse, etc. It should show how any excessive risks were reduced to an acceptable degree by design, and be a living document that guides the design process throughout.

Inductive (or consequence) methods start with a low-level error or failure, and try to determine whether it could lead to a hazardous situation. They include failure mode effects analysis (FMEA) and event tree analysis [30].

Deductive (or causal) methods start with hazardous situations, and try to determine what could have caused them, and include fault tree analysis [30].

Brainstorming techniques identify any possibilities. They apply inductive methods to see if the possibilities could have hazardous consequences, and then apply deductive methods to discover what could cause them, and also their likely effects.

It is usual to employ at least one inductive and at least one deductive method to improve the coverage of the risk assessment. Brainstorming is always required to foresee faults, use, misuse, etc., overlooked by standard methods.

All of the above must take into account the EM and physical characteristics of the product and its reasonably foreseeable EM and physical environments over its lifetime. Many vehicle manufacturers and Tier 1 companies employ risk assessment methods, but they tend to do it by rote, which is not recommended by functional safety experts [31] [32].

Any risk assessment method must take into account the fact that some failure modes (e.g., latch-up) can cause some/all

of an IC's output pins to change state at the same time, and common-mode EMI causes noise on many/all circuit nodes at the same time. Also, EMI and some types of faults can create noise that can be mistaken for valid signals.

It is generally assumed that two or more independent faults are so unlikely that only single-fault issues need be considered, but this is a misunderstanding. Where the likelihood of certain faults is high enough (e.g., due to inadequate design or assembly) the possibility that two or more such independent faults could occur simultaneously should be taken into account.

When designing a vehicle so that a person can drive it safely, it is also appropriate to use task analysis and human reliability analysis.

EM and Physical Specifications

Specifications should be written for each vehicle safety-related system in order to control their design, manufacture, verification and validation, and the specifications should include EM and physical requirements derived from the above. Specifications for the ESAs to be incorporated in a safety-related system should then be derived from the system's specification, taking into account any EM or physical mitigation measures employed by the system (e.g., shielding, filtering, surge suppression, anti-vibration mountings, forced cooling, etc.)

A Verification/Validation Plan

Achieving sufficient confidence when verifying and validating the design and assembly requires a mixture of techniques [33], none of which is sufficient alone, including:

- Demonstrations
- Checklists
- Inspections
- Reviews and audits
- Independent assessments
- EM tests on ESAs and complete vehicles
- Validated computer simulations

EM tests are most useful when they closely replicate the EM/physical characteristics of the real-world environment(s). It is generally best to base such tests on the standardized test methods, competently modified to better simulate the real life EM/physical environments.

HALT (highly-accelerated life testing) is a powerful tool for assessing the lifecycle suitability of design and assembly methods, and of EM mitigation techniques such as shielding and filtering [34]. Appropriate design of test set-ups can make it possible to detect unacceptably degraded EM performance during HALT testing.

ESAs for use in safety systems always require some final verification/validation tests, as do the completed vehicle safety systems themselves. These tests should be designed to provide the required confidence without high costs.

The EM characteristics of serially-manufactured ESAs and vehicles can be significantly affected by any of the following issues:

- Variations in purchased parts (e.g., IC die-shrinks);
- Alternative or replacement parts;
- Variations in plating, painting and fixing;
- Differences in assembly (e.g., wiring);
- Design changes and improvements;
- Firmware bug-fixes and upgrades, etc.

Therefore, all of the build-state issues relevant for maintaining tolerable functional safety risks should be identified during design, and controlled by quality control (QC).

QC should use a range of techniques; including quick, easy, low-cost EM checks on delivered goods, ESAs and sub-assemblies, plus sample-based testing designed to maintain an acceptable quality level. QC should employ competent personnel, backed up by appropriate testing, to assess every proposal for a design change for its implications for EM characteristics and functional safety risks.

The Results of Verification and Validation

Documents should show how any shortcomings in meeting the specifications were dealt with, and the specifications achieved.

Measures Necessary to Maintain EM Characteristics

Assumptions originally made about real-life EM and physical environments should be verified during the lifecycle of a model of vehicle and, if they are in error, what appropriate actions were taken.

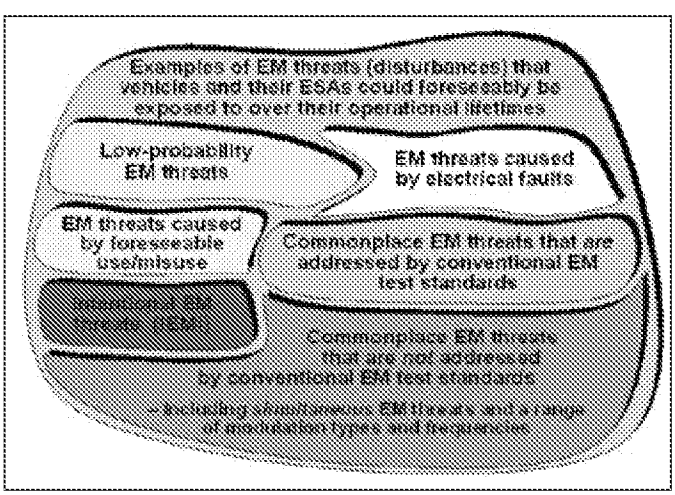

Figure 3: Examples of foreseeable EM disturbances

Appropriate QC activities are required for maintenance, repair, refurbishment, modification and firmware upgrades to ensure that the required EM and physical characteristics are not compromised over the vehicle lifecycle.

Vehicle service schedules might need to include certain checks, tests or component replacements. EMC checks or tests might also need to be devised, and equipment provided for use by relatively unskilled technicians in dealers' service departments for use at scheduled intervals. Computerized diagnostic programs might need to be modified to detect certain EM or physical characteristics.

Repair instructions should include activities that maintain the vehicle's EM/physical characteristics, possibly followed by EM and physical verification to specification. User manuals should recommend activities that help maintain the required EM/physical characteristics over the vehicle's lifecycle, and may need to describe, in layman's terms, how the user can identify EMI as the cause of a problem, and perhaps how to deal with it (in some circumstances).

Documentation – the Safety Case

To help manage functional safety, and for a good defense in case of a legal challenge, a safety case should be created that documents all the activities described above and shows how they achieve tolerable safety risks over the vehicle's lifecycle.

The Amount of Work Required Depends on the Level of Risk

The greater the excess safety risk is above the tolerable level of risk (making increased risk-reduction necessary), the more critical the need that all of the activities described above are more detailed, comprehensive and in-depth, and that they are performed by people who are more knowledgeable and more competent in the necessary techniques.

Conclusions

This article has described a dozen reasons why it is generally not possible to rely solely on EM testing to help achieve tolerable functional safety risks.

We have also shown that rare and untested EMI events that could cause a safety incident only once during a 10-year vehicle life could expose drivers to safety risks comparable with those of the world's most dangerous occupations. These safety risks are most unlikely to be detected by a car dealer, even when a customer complains about the symptoms.

EMI must be treated like any other possible cause of hazards, including malfunctions in firmware [35]. Appropriate techniques in assessing the EM/physical environments, and in design, verification and validation, manufacture, maintenance, repair, modification and upgrade are required to ensure that tolerable safety risks are achieved over the vehicle's anticipated operational lifecycle. □

Keith Armstrong *is a principal with Cherry Clough Consultants (www.cherryclough.com) and a frequent contributor to Conformity. He can be reached at keith.armstrong@cherryclough.com.*

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From:	"Clarence Ditlow" <cmdiii@autosafety.org>.	Sent:2/2/2010 3:54 PM.
To: [-]	<Chris_Tinto@tma.toyota.com>;<Jo_Cooper@tma.toyota.com>.	
Cc: [-]	.	
Bcc: [-]	.	
Subject:	Letter to Strickland.	

The Center for Auto Safety today released the results of its FOIAs into NHTSA's inadequate investigation of electronic control malfunction causing unintended acceleration in Toyota vehicles. CAS Executive Director Clarence Ditlow wrote NHTSA Administrator David Strickland:

"Under the pressure of FOIA to produce documentation on the one test the agency did to see whether intermittent failures in the electronic control system cause unintended acceleration in Toyota and Lexus vehicles, NHTSA can't say what it did, how it did it or what the results were. To put this in context, the very first Toyota unintended acceleration recalls, 86V-132 and 90V-040, were for defective cruise control computers. Incoming cell phones calls have produced inadvertent movement and transmission shifts in transit buses, 06V-100.

Toyota unintended acceleration to date raises more questions than answers. Toyota owners need to know if they are safe from unintended acceleration or if their next ride is their last ride. As the new Administrator of the agency whose mission it is to protect the public from "the unreasonable risk of accidents occurring as a result of the design, construction and or performance of motor vehicles," you are in a unique position to raise the agency to the challenges and opportunities presented by complex electronic systems in motor vehicles. There is no better place to start than with the issue of Toyota unintended acceleration."

CENTER FOR AUTO SAFETY
1825 CONNECTICUT AVENUE NW SUITE 330 WASHINGTON DC 20009-5708
202-328-7700 www.autosafety.org

February 2, 2010

VIA FAX AND FIRST CLASS MAIL

Honorable David Strickland, Administrator
National Highway Traffic Safety Administration (NHTSA)
1200 New Jersey Ave. SE
Washington, DC 20590

Dear Administrator Strickland:

All across America, if not all across the world, Toyota owners are asking if they will be the next victim of unintended acceleration or will the latest recalls for floor mat interference and sticking accelerator pedals (of 6 million vehicles in the US alone)[i] announced by Toyota remedy the defect. If floor mats were at the heart of the matter, why didn't Toyota notify NHTSA in September 2000 that it did a floor mat accelerator pedal interference recall in the UK? What if intermittent failures in the electronic control system cause unintended acceleration?

A thorough analysis of all the NHTSA investigations and recalls into unintended acceleration shows there has been no documented engineering analysis done of whether intermittent failures in the electronic control system cause the unintended acceleration events.

During Engineering Analysis EA07-010, NHTSA purchased a 2007 Lexus ES-350 for $34,778 and subjected it to testing with the objective to:

> "Determine whether reported incidents of unintended acceleration were caused by a vehicle system malfunction or mechanical interference;"

The test report which is attached concluded:

> "Multiple electrical signals were introduced into the electrical system to test the robustness of the electronics against single point failures due to electrical interference. The system proved to have multiple redundancies and showed no vulnerabilities to electrical signal activities. Magnetic fields were introduced in proximity to the throttle body and accelerator pedal potentiometers and did result in an increase in engine revolutions per minute (RPM) of up to approximately 1,000 RPM, similar to a cold-idle engine RPM level."

During Defect Petition DP09-001 which the petitioner asked the agency to look at causes of unintended acceleration other than mechanical interference such as electronic controls, the agency used the test report from EA07-010 to deny the petition <u>without even sending a single information request to Toyota</u>:

"ODI and VRTC also conducted design reviews and testing to evaluate the possibility of other potential causes of unintended acceleration in the subject vehicles. Some of this work is summarized in the following excerpt from the VRTC test report:
The Vehicle Research and Test Center obtained a Lexus ES350 for testing. The vehicle was fully instrumented to monitor and acquire data relating to yaw rate, speed, acceleration, deceleration, brake pedal effort, brake line hydraulic pressure, brake pad temperature, engine vacuum, brake booster vacuum, throttle plate position, and accelerator pedal position. Multiple electrical signals were introduced into the electrical system to test the robustness of the electronics against single point failures due to electrical interference. The system proved to have multiple redundancies and showed no vulnerabilities to electrical signal activities. Magnetic fields were introduced in proximity to the throttle body and accelerator pedal potentiometers and did result in an increase in engine revolutions per minute (RPM) of up to approximately 1,000 RPM, similar to a cold-idle engine RPM level. Mechanical interferences at the throttle body caused the engine to shut down.
Petitioner's assertion that the Agency failed to investigate other causes of unintended acceleration and, as a result, may have failed to identify other causes of unintended acceleration is unsupported."

CAS filed two Freedom of Information Act (FOIA) requests to obtain information on the specific test procedures utilized by VRTC and the data obtained. Specifically, CAS sought:

(1) Any and all records relating to or describing test protocols including the maneuver used to activate the ESC
(2) Any and all records reflecting, containing, or recording test data including video tapes and other electronic media.
(3) All documentation describing the type, location and intensity of magnetic or electro-magnetic fields used to evaluate their potential for causing increased vehicle engine RPM.
(4) All documentation describing the selection of the type, location and intensity of magnetic or electronic fields used in the testing performed on the vehicle in question.

We were shocked by NHTSA's response to our FOIAs:
As to test protocols, NHTSA said it found "no records relating to or describing test protocols."
As to test data, NHTSA provided only a video showing a driver on a course with floor mat entanglement, pedal entrapment and ESC maneuvers – i.e., no test data whatsoever.
As to type, location and intensity of magnetic, electro-magnetic or electronic fields, NHTSA responded that the only responsive information was the cursory summary quoted above in the VRTC test report and repeated in DP09-001.

Under the pressure of FOIA to produce documentation on the one test the agency did to see whether intermittent failures in the electronic control system cause unintended acceleration in Toyota and Lexus vehicles, NHTSA can't say what it did, how it did it or what the results were. To put this in context, the very first Toyota unintended acceleration recalls, 86V-132 and 90V-

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Sincerely,

Clarence M Ditlow
Executive Director

[i] The following table lists all known unintended acceleration recalls of Toyota vehicles in the US, UK and Canada.

Toyota Sudden Acceleration Recalls

Recall Number	Make/Model/Year	# Recalled	Subject
86V-132	1982 Cressida, Supra	4,561	Cruise Control Computer
90V-040	1983-84 Camry 1984 Corolla	121,389	Cruise Control Computer
RCOMP/2000/2 (UK)	1999-2000 Lexus LS200	10,919	Floor Mat
01V-012	1998-01 Camry	53,061	Accelerator Cable
07E-082	2007-08 Camry, Lexus ES350	55,000	Floor Mat
09V-023	2004 Sienna	26,501	Trim Panel
2009290 (Canada)	2006-10 Lexus IS250/350, IS C, IS F 2007-10 Camry, Tundra, Lexus ES350 2005-10 Avalon, Tacoma 2004-09 Prius	200,000	Floor Mat
09V-388	2005-10 Avalon, Tacoma 2004-09 Prius 2007-10 Camry, Tundra, Lexus ES350 2006-10 Lexus IS250/350	4,260,319	Floor Mat
2010012 (Canada)	2005-10 Avalon 2007-10 Camry, Tundra 2008-10 Sequoia 2009-10 Corolla, Matrix, RAV4 2010 Highlander	270,000	Accelerator Pedal
10V-017	2009-10 Corolla, Matrix, RAV4, Pontiac Vibe 2007-10 Camry, Tundra 2008-10 Sequoia 2005-10 Avalon 2010 Highlander	2,300,000	Accelerator Pedal
10V-023	2008-10 Highlander 2009-10 Corolla, Venza, Matrix, Pontiac Vibe	1,093,000	Floor Mat