

**FIELD TECHNICAL REPORT**



TQCN DOC# <b>FTR-HAN103451B</b>		Affiliate TMS	Dept. QA-Powertrain	Source FTS	Location Servco	Ref 25554-1	Date 2/8/2005
Problem Area Base Vehicle	Primary Model Tacoma	Model Year 2005	Production Date 10-2004	Odometer 1903 mi	VIN (confirm 17 characters): 5TELU42N75Z [REDACTED]		
Condition Title Manual Transmission Pressure Plate Broken							

**Do not type in YELLOW shaded fields - Input data from Web page or RDM:**

Repair Date 1/19/2005	Optional Ref. 05TR/05	Optional Approval
--------------------------	--------------------------	-------------------

**Condition Description**

Towed in. Shifting became difficult while driving. Came to a stop, grinding noises heard when trying to select any gear with engine running. Stopped engine, able to select first gear, depressed clutch pedal and started engine to find vehicle lunged forward.

**Diagnostic Steps:**

Verified concern. Clutch pedal has resistance and feels normal when depressing. Unable to release clutch cover pressure completely. Clutch fork travel is good, no leaks & no air in the clutch system. Removed transmission to find clutch cover ( pressure plate diaphragm springs) fingers uneven & pin bent on clutch cover.

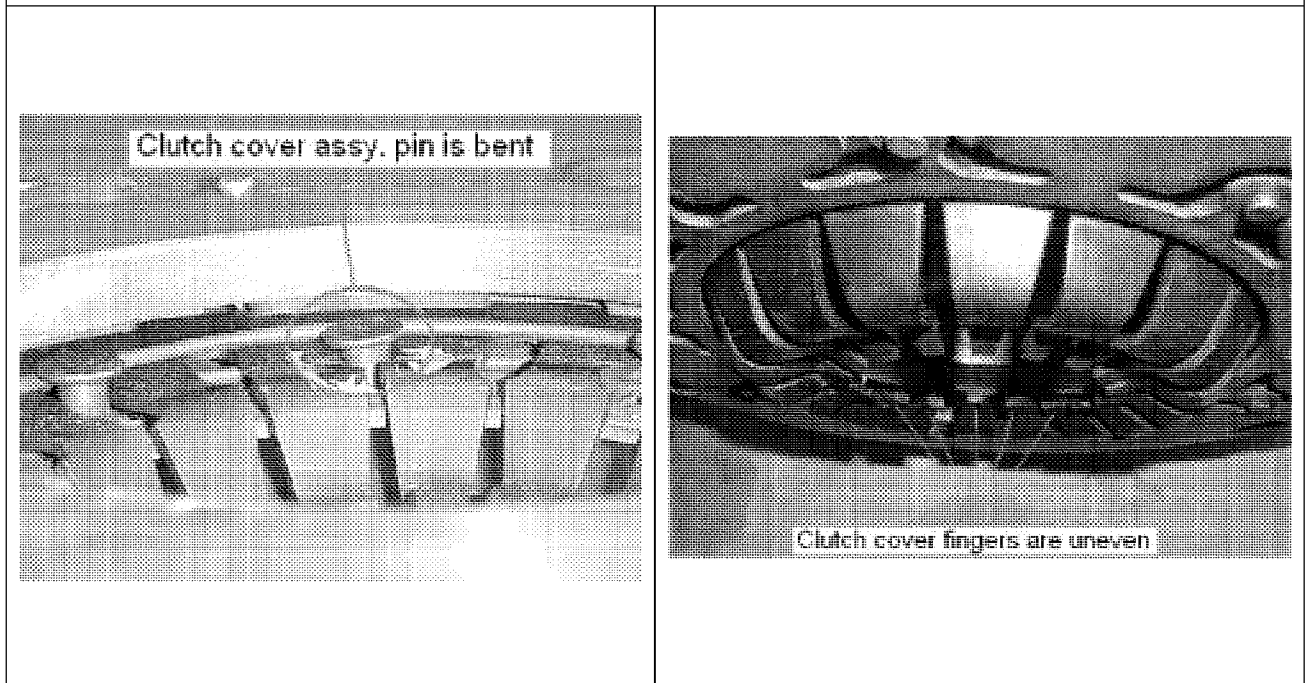
**Probable Cause**

Unsure of how or when clutch cover became distorted.

Part # 1: 3121004090	Part # 2: 3125004080	Part # 3:	Parts Disposition: Have part / will ship	Parts Shipping Destination: CQEC
-------------------------	-------------------------	-----------	---	-------------------------------------

**Repair Process**

Replace clutch disc (P/N 31250-04080) & clutch cover assembly (P/N 31210-04090). Road test and vehicle was O.K.



Attachment 1: PRCS

**FIELD TECHNICAL REPORT**



TQCN DOC# <b>FTR-HAN103451B</b>		Affiliate TMS	Dept. QA-Powertrain	Source FTS	Location Servco	Ref 25554-1	Date 2/8/2005
Problem Area Base Vehicle	Primary Model Tacoma	Model Year 2005	Production Date 10-2004	Odometer 1903 mi	VIN (confirm 17 characters): 5TELU42N75Z [REDACTED]		
Condition Title Manual Transmission Pressure Plate Broken							

**Attachment 1: Parts Recovery Control Sheet**

Orig Tracking

VIN

Doc No.

Do not type in SHADED fields. If the **Final Destination** field below is "scrap", properly dispose of the part.

<b>Final Destination:</b> CQEC		SETR#:	CQE Eng:	N/A
<b>Importer: (Applies to TMC Shipments Only)</b>		Deliver to:	住所:	
North America EDER Gr., Technical Dept. #1 Overseas Customer Service Technical Div. TOYOTA MOTOR CORPORATION Nisshin Education & Training Center 5-210, SAKAE, NISSHIN, AICH, 470-0113 Japan		Attn:	宛先:	
		Tel:	Tel:	
T-STAR				
Note: If this FTR contains more than one VIN, create a table in the report containing VIN, production date, and odometer				FOR CUSTOMS USE: Used Parts Value
<b>1</b>	Part # 1: 3121004090 Comments:	Part Description COVER ASSY, CLUTCH	Qty. 1	Used Part Value \$ 27.00
<b>2</b>	Part # 2: 3125004080 Comments:	Part Description DISC ASSY, CLUTCH	Qty. 1	Used Part Value \$ 16.00
<b>3</b>	Part # 3: Comments:	Part Description	Qty. 0	Used Part Value \$ 0.00
<b>4</b>	Part # 4: Comments:	Part Description	Qty.	Used Part Value \$ .00
<b>5</b>	Part # 5: Comments:	Part Description	Qty.	Used Part Value \$ .00
<b>6</b>	Part # 6: Comments:	Part Description	Qty.	Used Part Value \$ .00
<b>7</b>	Part # 7: Comments:	Part Description	Qty.	Used Part Value \$ .00
<b>8</b>	Part # 8: Comments:	Part Description	Qty.	Used Part Value \$ .00

**FIELD TECHNICAL REPORT**



TQCN DOC# <b>FTR-JFK107551</b>		Affiliate TMS	Dept. QA-Powertrain	Source FTS	Location TMS-CAT	Ref 26189-1	Date 3/18/2005
Problem Area Base Vehicle	Primary Model Camry	Model Year 2005	Production Date 13-Jan-2005	Odometer 830 mi	VIN (confirm 17 characters): 4T1BE30K35U0 [REDACTED]		
Condition Title Surge under light throttle							

**Do not type in YELLOW shaded fields - Input data from Web page or RDM:**

Repair Date 15-MAR-2005	Optional Ref.	Optional Approval
----------------------------	---------------	-------------------

**Condition Description**

Engine surge under light throttle cruise.

**Diagnostic Steps:**

View engine data list on the scan tool while condition is present. Using active test I locked the A/F sensor value and the condition was eliminated.


**Probable Cause**

Incorrect signal from B1S1

Part # 1: 8946706030	Part # 2:	Part # 3:	Parts Disposition: Have part / will ship	Parts Shipping Destination: 2111
-------------------------	-----------	-----------	---	-------------------------------------

**Repair Process**

No replacement part was available, swap part from known good vehicle to confirm repair and order replacement part.  
Part # from A/F sensor 89467-06030 Build date 12F03  
Part is not ready for recovery until replacement part is received.

 05 be3.evn	Tech view file of event

**FIELD TECHNICAL REPORT**



TQCN DOC# <b>FTR-JFK107551</b>		Affiliate TMS	Dept. QA-Powertrain	Source FTS	Location TMS-CAT	Ref 26189-1	Date 3/18/2005
Problem Area Base Vehicle	Primary Model Camry	Model Year 2005	Production Date 13-Jan-2005	Odometer 830 mi	VIN (confirm 17 characters): 4T1BE30K35U [REDACTED]		
Condition Title Surge under light throttle							

Attachment 1: PRCS

**Attachment 1: Parts Recovery Control Sheet**

Do not type in SHADED fields. If the **Final Destination** field below is "scrap", properly dispose of the part.

Orig Tracking

VIN [REDACTED]

Doc No. [REDACTED]

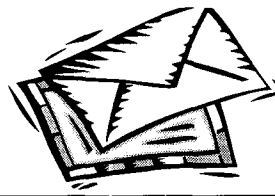


<b>Final Destination:</b> 2111		<b>SETR#:</b>	<b>CQE Eng:</b>	<b>N/A</b>
<b>Importer: (Applies to TMC Shipments Only)</b>		Deliver to:	住所:	
Mr. N. Okumura, Chief Expert Quality Div. Warranty Parts Room TOYOTA MOTOR CORPORATION 1 Toyota, Toyota-city, Aichi, 471-8571 Japan		Attn:	宛先:	
		Tel:	Tel:	
T-STAR		[Barcode]	[Barcode]	
Note: If this FTR contains more than one VIN, create a table in the report containing VIN, production date, and odometer				FOR CUSTOMS USE: Used Parts Value
<b>1</b>	<b>Part # 1:</b> 8946706030 Comments:	<b>Part Description</b> SENSOR, AIR FUEL RATIO	<b>Qty.</b> 1	<b>Used Part Value</b> \$ 30.00
<b>2</b>	<b>Part # 2:</b> Comments:	<b>Part Description</b>	<b>Qty.</b> 0	<b>Used Part Value</b> \$ 0.00
<b>3</b>	<b>Part # 3:</b> Comments:	<b>Part Description</b>	<b>Qty.</b> 0	<b>Used Part Value</b> \$ 0.00
<b>4</b>	<b>Part # 4:</b> Comments:	<b>Part Description</b>	<b>Qty.</b>	<b>Used Part Value</b> \$ .00
<b>5</b>	<b>Part # 5:</b> Comments:	<b>Part Description</b>	<b>Qty.</b>	<b>Used Part Value</b> \$ .00
<b>6</b>	<b>Part # 6:</b> Comments:	<b>Part Description</b>	<b>Qty.</b>	<b>Used Part Value</b> \$ .00
<b>7</b>	<b>Part # 7:</b> Comments:	<b>Part Description</b>	<b>Qty.</b>	<b>Used Part Value</b> \$ .00
<b>8</b>	<b>Part # 8:</b> Comments:	<b>Part Description</b>	<b>Qty.</b>	<b>Used Part Value</b> \$ .00

**FIELD TECHNICAL REPORT**



TQCN DOC# <b>FTR-JFK107551</b>		Affiliate TMS	Dept. QA-Powertrain	Source FTS	Location TMS-CAT	Ref 26189-1	Date 3/18/2005
Problem Area Base Vehicle	Primary Model Camry	Model Year 2005	Production Date 13-Jan-2005	Odometer 830 mi	VIN (confirm 17 characters): 4T1BE30K35U [REDACTED]		
Condition Title Surge under light throttle							



**NHTSA #:** ES05-007354  
**XREF #:** ES05-006490  
**Delivery:** HND

**Rec'd Date:** 9/6/2005  
**Doc Type:** PET  
**Address To:** NVS200

**Referred By:** NEC-110  
**Doc Date:** 8/18/2005  
**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:**  
**Sign Office:** SENIOR AA  
**VEHICLE SAFETY**

**Ack By:**  
**Signature:** RONALD MEDFORD

**Signed For:**

**Cleared Date:**  
**File Loc:**

**Cleared By:**  
**XREF File:**

**Cleared For:**  
**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

THOMAS...

WGA #5

Oh

DM 9/8/05

SDT

UUC case was 26-NOV-05  
NOW is 27-Dec-05

DPO5-002  
E: S05-006490

EXECUTIVE SECRETARIAT

2005 SEP -6 A 9:55

RECEIVED  
NYS-215

2005 AUG 29 A 9:56

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: DPO5-002

August 18, 2005



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 in 2002-2005 Toyota and Honda 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 Van, 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. Van impressed me as an affable, intelligent and experienced individual. I would note that when I spoke to Mr. Van that most of my research notes upon which my petition was based

ES05-007354

AUGUST 18 2005

PAGE 3

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 recalled that in a substantial number of instances that the Toyota vehicles I researched (2002-2005 Camrys) <sup>that the brakes</sup> 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](http://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



AUGUST 18 2005

PAGE 3

Symbols under columns III, <sup>and IV</sup> 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 dis-engage cruise control system,

The second time I spoke to Mr. Von, 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. Von was implying. I can state categorically,

AUGUST 18 2005

PAGE 4

that with the possible exception of two of the complaints described in the attachments that ~~there is~~ 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~~ on many occasions as a result of the application of the brakes or the toeing 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 Commy 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.

AUGUST 18 2005

PAGE 5

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 ~~appear~~ indicate similar problems with the 2003 Camry.

### Summary of 2002 Camry Attachments:

Of the 42 ODI numbers involving acceleration issues, two provided no information whatsoever: ODI's 8071365 and 1762566, 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 10119472; 10106511; 10105486; 10102070 (fairly apparent brakes were applied because driver had to turn off ignition); 10093071; 10080050; 10079629; and 10075911 (obvious brake failure).

AUGUST 18 2005

PAGE 6

With respect to the ODI's referenced in the above-paragraph CNMB'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~~ 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; (6) 10094972 "WHILE APPLYING THE BRAKE PEDAL VEHICLE ACCELERATED UNCONTROLLABLY";

AUGUST 18 2005

PAGE 17

(8) ODI 10087404, Driver's foot off gas pedal, on brake, the vehicle jumped over parking bump and hit post; (9) ODI 1008016 while vehicle approached red light and driver applied brake to slow down vehicle surged forward; (10) while vehicle in cruise control driver ~~applied~~ approaching stop sign (obviously applying brakes), vehicle suddenly accelerated. Thus, 10 of the Consumer Complaints of a total of 40 Camry 2002 autos I reason 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 acceleration ~~and~~ 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.

AUGUST 18 2005

PAGE-8

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 Chevrolet's, one Ford, one Chrysler, one Mercedes, one Toyota Corolla, two Toyota Camrys, and 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 luckily 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

18 AUGUST 2005

Page - 9

to print & or type this letter, so I hope that text was basically readable:

I look forward to cooperating with Mr. You. 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. You.

This letter consists of 9 pages and there are ~~two~~ <sup>two</sup> attachments for a total of ~~11~~ <sup>17</sup> 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 2005: [REDACTED]  
La Jolla, CA [REDACTED]

Very truly yours,

[REDACTED]

[REDACTED]

Phoenix, AZ

EMAIL: [REDACTED]

CAMRY-2002-1

ODINO	VEHICLE	ACCELERATION ISSUE	BRAKE-ISSUE	FAIL DATE	COMMENTS, OCCURRENCE, INJURIES, FATALITIES
8023301	T-2002	A-Cruise Control	BF Cruise Control ①	11/14/02	Cruise Control stopped unexpectedly when vehicle slowed
8023319	T-2002	AF-Cruise Control	BF-Cruise Control ②	11/14/02	Cruise Control would not engage when vehicle was stopped. Cruise control would engage when vehicle was in motion.
8023350	T-2002	AF	BF ③	11/14/02	Cruise Control would not engage when vehicle was in motion.
8023365 X	T-2002 X	A - No info supplied X	BNM X	2 10/25/02 X	X
8015815	T-2002	A	BFA See Comment ④	7/7/02	"Vehicle would move off by itself when stopped"
8018206	T-2002	A	BF ⑤	5/25/02	Cruise Control would not engage when vehicle was in motion. Resolved by software update.



ODI NO	VEHICLE	ACCELERATION ISSUE	BRAKE-ISSUE	FAIL DATE	COMMENTS, OCCURRENCE, INJURIES, FATALITIES
8013543	T-2002	A	BF (C)	7/10/02	At stop, brake applied, vehicle did not stop, engine RPMs were in good
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		?	T/U 9/20/02	Pressed on brake & accident, at same time.
763694	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 brake, hit pickup truck.
762566				5/24/02	No info
10128540	T-2002 LE		??	7/22/04	Wife pulled into parking space - struck foot on brake, car surged into blackwood wall \$3500 damage, later, owner no defect for brake, blamed herself for accident.

CAMRY-2002-7

ODINO	VEHICLE	ACCELERATION ISSUE	BRAKE-ISSUE	FAIL DATE	COMMENTS, OCCURRENCE INJURIES, FATALITIES
10127521	T-2002 XHE	AR	BNM	7/1/05	Vehicle engaged 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 reverse, vehicle took off, the brakes were applied but did not stop & it crashed into a truck
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	Car pulled thru car wash, driver intention to drive forward, released into drive, unexpectedly accelerated, backed forward at HIGH SPEED, hit tree before stopping, consumer & passenger sustained minor injuries
10117094	T-2002	AF	BF (11)	3/29/05	Driver sitting inside vehicle car running in parking lot & suddenly accelerated UNCONTROLLED, DRIVER applied brakes to floor, but could not control it & it crashed into brick wall
10116280	T-2002	AF	BF & Acceleration (12)	4/2/05	Turning into parking area, attempted to slow down & applied brakes, but then started to accelerate, made conscious effort to lift feet as car to make sure was not pressing down on accelerator & it did not slow down. Applied brakes car still did not slow down. I would not have known car was not slowing down

CARRY-2002-3

ODINO	VEHICLE	ACCELERATION ISSUE	BRAKE-ISSUE	FAIL DATE	COMMENTS, OCCURRENCE INC INJURIES, FATALITIES
10113040	T-2002	AF	BF + Acceleration (B)	8/19/04	Driving <sup>was experiencing trouble</sup> on highway accident road. Driver applied brakes vehicle began to accelerate w/out warning. Driver had to turn off engine
10112827	T-2002	AF + AR	BF + Acceleration (B)	12/10/04	when highway intermittently, the V accelerated, changed 8 times in 2 months. Both in forward & reverse
10107685	T-2002	AR	NM	2/1/04	Throttle stick work open when V put in reverse from a parked position. Caused V to be completely out of control sticking solid <del>object</del> <sup>object</sup> to rest on <del>floor</del> <sup>ground</sup> .
10106511	T-2002	AF	NM	11/17/05	Pulling into pet store parking lot. V suddenly accelerated uncontrollably, crashing into retaining wall. Previous incidents of acceleration in home before <del>the</del> <sup>crash</sup>
10105486	T-2002	AF	NM	12/7/04	While pulling into parking space. Driver had long nose and pulled in. V accelerated & Driver crashed into curb, wall
10102070	T-2002	AF	NMT	11/18/04	C driving about 65 mph, accelerates pedal sticks, had to turn off ignition to stop. Coaxing brake would not work.

ODINO	VEHICLE	ACCELERATION ISSUE	BRAKE ISSUE	FAIL DATE	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 unable to control & hit a lady who who sustained injuries - 5 diff acc'd.
10101640	T-2002	AF	BF (16)	4/19/04	Sudden acceleration, Brakes failed causing accident, collision with other vehicles
10697788	T-2002	AF	BF + Acceleration (17)	10/16/04	C pulled in to parking lot space + suddenly found herself + dived in store, she applied brakes when pulling into parking spot & was certain she had not hit anything.
10096893	T-2002	A	BF + Acceleration (18)	4/18/03	Intermittently, 3 occasions, when braking, car accelerated
10097972	T-2002	A	BF + Acceleration (19)	10/2/03	"While applying the brake pedal V accelerated uncontrollably."
10093071	T-2002	A	<del>BF</del>	7/1/04	Pressed Accelerator Pedal Car went out of control

CAMPY-2002-5

VI

V

IV

III

II

ODINO	VEHICLE	ACCELERATION ISSUE	BRAKE-ISSUE	FAIL DATE	COMMENTS, OCCURRENCE INC INJURIES, FATALITIES
10092244 <del>10092071</del>	T-2002	AF	<del>N/A</del> BF	<del>7/1/04</del> 9/9/04	Accelerator sticks. <del>Brake</del> Brake failed, gear shift would not respond
16687404	T-2002	AF	BF + Acceleration	8/9/04	While parking, the V suddenly accelerated, when V was finally perceived driver's foot off gas pedal & on brake the V jumped over parking hump & hit a post.
10086821	T-2002	AF	BF	7/9/04 & 8/13/04	Ongoing problem with application of brakes and accelerating forward.
10083732	T-2002	AF	BF	10/27/02	While stopping at traffic light engine revved to blue by sudden acceleration. CONSUMER STAMMED ON BRAKES, but they failed. (2-occurrences)
16681983	T-2002	AF	GNMC probably no issue to w/af brakes!!!)	7/1/04	V stopped in traffic, loud noise, V surged forward, collided with the front, which struck the vehicle!
10080160	T-2002	AF	BPF + Acceleration Partial Brake Excessive	6/29/04	While approaching red light and attempting to clear lane <del>stop</del> (call brake) V surged while applying brakes

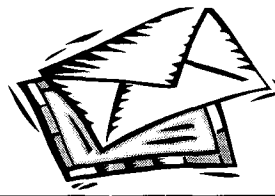
VI  
CAMMI-2002-6

ODINO	VEHICLE	ACCELERATION ISSUE	BRAKE ISSUE	FAIL DATE	COMMENTS, OCCURRENCE INJURIES, FATALITIES
10080050	T-2002	AF	BNM*	6/28/04	While parking V, it lurch forward Then hit two vehicles in parking lot.
10079629	T-2002	AF	BNMT	6/21/04	Drove into garage / surface forward, conscious 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
<del>10079419</del> 10079469	<del>T-2002</del> T-2002	AF	BF	4/2/04	Drove at 25 mph, V suddenly accelerated, Brakes applied, but failed to stop V - drove 750 feet before hitting sign & two trees
10078546	T-2002	AF	BF + acceleration	12/9/03	Twice while in cruise control setting V slowed, hit brake, & re-accelerated
10075911	T-2002	AF	BNMT but BF	5/28/04	while driving V suddenly accelerated while consumer was approaching a stop sign (obviously applying TC brake)

CAMRY 2002-7

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, brakes locked, car did not run thru blue into housing playground full of nails & pins!

CAMRY-2003-1



**NHTSA #:** ES05-007354  
**XREF #:** ES05-006490  
**Delivery:** HND

**Rec'd Date:** 9/6/2005  
**Doc Type:** PET  
**Address To:** NVS200

**Referred By:** NEC-110  
**Doc Date:** 8/18/2005  
**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:**  
**Sign Office:** SENIOR AA  
**VEHICLE SAFETY**

**Ack By:**  
**Signature:** RONALD MEDFORD

**Signed For:**

**Cleared Date:**  
**File Loc:**

**Cleared By:**  
**XREF File:**

**Cleared For:**  
**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

Tel: [Redacted] Fax: [Redacted] E-mail: [Redacted]

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

THAMMONGKOL

WGA #5  
Oh  
DM 9/8/05

SDT



UVE case was 26-NOV-05  
NOW is 27-Dec-05

DPO5-002  
E: S05-006490

EXECUTIVE SECRETARIAT

2005 SEP -6 A 9:55

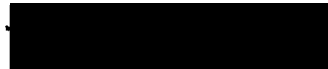
RECEIVED  
NYS-215

2005 AUG 29 A 9:56

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: DPO5-002

August 18, 2005



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 in 2002-2005 Toyota and Honda 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 Van, 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. Van impressed me as an affable, intelligent and experienced individual. I would note that when I spoke to Mr. Van that most of my research notes upon which my petition was based

ES05-007354

AUGUST 18 2005

PAGE 3

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 recalled that in a substantial number of instances that the Toyota vehicles I researched (2002-2005 Camrys) <sup>that the brakes</sup> 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](http://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

AUGUST 18 2005

PAGE 3

Symbols under columns III, <sup>and IV</sup> 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 dis-engage cruise control system,

The second time I spoke to Mr. Von, 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. Von was implying. I can state categorically,

AUGUST 18 2005

PAGE 4

that with the possible exception of two of the complaints described in the attachments that ~~there is~~ 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~~ on many occasions as a result of the application of the brakes or the toeing 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 Commy 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.

AUGUST 18 2005

PAGE 5

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 ~~appear~~ indicate similar problems with the 2003 Camry.

### Summary of 2002 Camry Attachments:

Of the 42 ODI numbers involving acceleration issues, two provided no information whatsoever: ODI's 8071365 and 1762566, 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 10119472; 10106511; 10105486; 10102070 (fairly apparent brakes were applied because driver had to turn off ignition); 10093071; 10080050; 10079629; and 10075911 (obvious brake failure).

AUGUST 18 2005

PAGE 6

With respect to the ODI's referenced in the above-paragraph CNMB'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~~ 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; (6) 10094972 "WHILE APPLYING THE BRAKE PEDAL VEHICLE ACCELERATED UNCONTROLLABLY";

AUGUST 18 2005

PAGE 17

(8) ODI 10087404, Driver's foot off gas pedal, on brake, the vehicle jumped over parking bump and hit post; (9) ODI 1008016 while vehicle approached red light and driver applied brake to slow down vehicle surged forward; (10) while vehicle in cruise control driver ~~applied~~ approaching stop sign (obviously applying brakes), vehicle suddenly accelerated. Thus, 10 of the Consumer Complaints of a total of 40 Camry 2002 autos I reason 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 acceleration ~~and~~ 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.

AUGUST 18 2005

PAGE-8

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 Chevrolet's, one Ford, one Chrysler, one Mercedes, one Toyota Corolla, two Toyota Camrys, and 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 luckily 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



18 AUGUST 2005

Page - 9

to print & or type this letter, so I hope that text was basically readable:

I look forward to cooperating with Mr. You. 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. You.

This letter consists of 9 pages and there are ~~two~~ <sup>17</sup> attachments for a total of ~~11~~ <sup>17</sup> 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 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	FAIL DATE	COMMENTS, OCCURRENCE, INJURIES, FATALITIES
80033011	T-2002	A-Cruise Control	BF Cruise Control ①	11/14/02	Cruise Control stopped unexpectedly when driver was driving.
80033019	T-2002	AF-Cruise Control	BF-Cruise Control ②	11/14/02	Cruise Control would not set when driver attempted to set it. The car would not move forward when the driver pressed the accelerator. The driver had to stop the car and restart the engine to get it moving again.
80033050	T-2002	AF	BF ③	11/14/02	The driver reported that the car would not move forward when the driver pressed the accelerator.
8012865 X	T-2002 X	A-No info supplied X	BNM X	2 10/25/02 X	+
8015815	T-2002	A	BFA See Comment ④	7/7/02	"Vehicle would move only when driver was driving at 10-15 mph."
8018206	T-2002	A	BF ⑤	5/25/02	The driver reported that the car would not move forward when the driver pressed the accelerator. The driver had to stop the car and restart the engine to get it moving again. Resolved.

ODI NO	VEHICLE	ACCELERATION ISSUE	BRAKE-ISSUE	FAIL DATE	COMMENTS, OCCURRENCE INC INJURIES, FATALITIES
8013543	T-2002	A	BF (C)	7/2/02	At stop, brake applied, vehicle did not stop, engine RPMs were to good
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		?	TU 9/20/02	Pressed on brake & accident, at same time.
763694	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 brake, hit pickup truck.
762566				5/24/02	No info
10128540	T-2002 LE		??	7/22/04	Wife pulled into parking space - struck foot on brake, car surged into blackwood wall \$3500 damage, later, owner in legal for 1 other vehicle he self for accident.

CAMRY-2002-7

ODINO	VEHICLE	ACCELERATION ISSUE	BRAKE-ISSUE	FAIL DATE	COMMENTS, OCCURRENCE INJURIES, FATALITIES
10127521	T-2002 XHE	AR	BNM	7/1/05	Vehicle engaged 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 reverse, vehicle took off, the brakes were applied but did not stop & it crashed into a truck
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	Car pulled thru car wash, driver intention to drive forward, released into drive, unexpectedly accelerated, backed forward at HIGH SPEED, hit tree before stopping, consumer & passenger sustained minor injuries
10117094	T-2002	AF	BF (11)	3/29/05	Driver sitting inside vehicle car running in parking lot & suddenly accelerated UNCONTROLLED, DRIVER applied brakes to floor, but could not control it & it crashed into brick wall
10116280	T-2002	AF	BF & Acceleration (12)	4/2/05	Turning into parking area, attempted to slow down & applied brakes, but then started to accelerate, made conscious effort to lift feet as car to make sure was not pressing down on accelerator & it did not stop. Applied brakes car still did not slow down. I would not have known car was not slowing down

CARRY-2002-3

I ODINO	II VEHICLE	III ACCELERATION ISSUE	IV BRAKE-ISSUE	V FAIL DATE	VI CAMM-2002-4 COMMENTS, OCCURRENCE INJURIES, FATALITIES
10113040	T-2002	AF	BF + Acceleration (B)	8/19/04	Driving & experiencing trouble accident road. Driver applied brakes vehicle began to accelerate w/out warning. Driver had to turn off engine
10112827	T-2002	AF + AR	BF + Acceleration (B)	12/10/04	when high speed intermittently, the V accelerated, advanced 8 times in 2 months. Both in forward & reverse
10107685	T-2002	AR	NM	2/1/04	Throttle stick work open when V put in reverse from a parked position. Caused V to be completely out of control sticking stick out of gear. Command to reset malfunctioned.
10106511	T-2002	AF	NM	11/17/05	Pulling into pet store parking lot. V suddenly accelerated uncontrollably, crashing into retaining wall. Previous incidents of acceleration in non defn crash
10105486	T-2002	AF	NM	12/7/04	While pulling into parking space. Driver had long nose and V. V accelerated & Driver crashed into wall
10102070	T-2002	AF	NMT	11/18/04	C driving about 65 mph, accelerates pedal sticks, had to turn off ignition to stop. Coaxing brake would not work.

ODINO	VEHICLE	ACCELERATION ISSUE	BRAKE ISSUE	FAIL DATE	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 unable to control & hit a lady who who sustained injuries - 5 diff acc'd.
10101640	T-2002	AF	BF (16)	4/19/04	Sudden acceleration, Brakes failed causing accident, collision with other vehicles
10697788	T-2002	AF	BF + Acceleration (17)	10/16/04	C pulled in to parking lot space + suddenly found herself + dived in store, she applied brakes when pulling into parking spot & was motion + did not see acceleration
10096893	T-2002	A	BF + Acceleration (18)	4/18/03	Intermittently, 3 occasions, when braking, car accelerated
10097972	T-2002	A	BF + Acceleration (19)	10/2/03	"While applying the brake pedal V accelerated uncontrollably."
10093071	T-2002	A	<del>BF</del>	7/1/04	Pressed Accelerator Pedal Car went out of control

CAMPY-2002-5

ODINO	VEHICLE	ACCELERATION ISSUE	BRAKE-ISSUE	FAIL DATE	COMMENTS, OCCURRENCE INC INJURIES, FATALITIES
10092244 <del>10092071</del>	T-2002	AF	<del>BF</del> BF	<del>7/1/04</del> 9/9/04	Accelerator sticks. <del>BF</del> Brake failed, gear shift would not respond
16687404	T-2002	AF	BF + Acceleration	8/9/04	While parking, the V suddenly accelerated, when V was finally perceived driver's foot off gas pedal & on brake the V jumped over parking hump & hit a post.
10086821	T-2002	AF	BF	7/9/04 & 8/13/04	Ongoing problem with application of brakes and accelerating forward.
10083732	T-2002	AF	BF	10/27/02	While stopping at traffic light engine revved to 1500 by sudden acceleration. CONSUMER STAMMED ON BRAKES, but they failed. (2 occurrences)
16681983	T-2002	AF	B/MC probably no issue to w/af brakes!!!)	7/1/04	V stopped in traffic, loud noise, V surged forward, collided with the front, which struck the vehicle!
10080160	T-2002	AF	BPF + Acceleration Partial Brake Excessive	6/29/04	While approaching red light and attempting to clear lane <del>stop</del> (call brake) V surged while applying brakes

VI  
CAMMI-2002-6

ODINO	VEHICLE	ACCELERATION ISSUE	BRAKE ISSUE	FAIL DATE	COMMENTS, OCCURRENCE INJURIES, FATALITIES
10080050	T-2002	AF	BNM*	6/28/04	While parking V, it lurch forward Then hit two vehicles in parking lot.
10079629	T-2002	AF	BNMT	6/21/04	Drove into garage / shifted forward, conscious lost control & hit back wall of garage - (Probably no chance to use brakes)
10079514	T-2002	A	?	8/14/07	Apparently hit gas pedal before brake pedal
10079469 <del>10079419</del>	T-2002	AF	BF	4/2/04	Drove at 25 mph, V suddenly accelerated, Brakes applied, but failed to stop V - drove 750 feet before hitting sign & two trees
10078546	T-2002	AF	BF + acceleration	12/9/03	Twice while in cruise control setting V slowed, hit brake, & re-accelerated
10075911	T-2002	AF	BNMT but BF	5/28/04	while driving V suddenly accelerated while consumer was approaching a stop sign (obviously applying TC brake)



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, it took about 10 did not run thru blue into housing playground full of kids & parents

CAMRY-2003-1

From: <Scott.Yon@dot.gov>

Sent: 3/7/2007 10:40 AM

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

Cc: [-]

Bcc: [-]

Subject: RE: Additional VOQ for 2007 ES350.

Sorry about that.

From: CSantucci@tma.toyota.com [mailto:CSantucci@tma.toyota.com]  
Sent: Wednesday, March 07, 2007 1:36 PM  
To: Yon, Scott <NHTSA>  
Subject: Re: Additional VOQ for 2007 ES350

Hi Scott,

There is no list attached to your email.

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>

03/06/2007 05:39 PM

To  
<Chris\_Santucci@tma.toyota.com>

cc  
<Jeff.Quandt@dot.gov>

Subject  
Additional VOQ for 2007 ES350

Chris,

Jeff apparently mentioned to you that we had one more VOQ for the ES. I have included details of it on the attached list.

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

-----  
The information contained in this e-mail message has been sent from a federal agency of the United States Government. It may be privileged, confidential, and/or protected from disclosure. If you are not the intended recipient, any further disclosure or use, dissemination, distribution, or copying this message or any attachment is strictly prohibited. If you think that you have received this e-mail message in error, please delete it and notify the sender.  
=====

ODI_ID	VIN	MILEAGE	INCIDENT_DT
10182749	JTHBJ46G672 [REDACTED]	2658	1/25/07
10156602		80	5/2/06
10176450	JTHBJ46G372 [REDACTED]	4100	1/1/01
10182834	JTHBJ46G672 [REDACTED]	2638	11/23/06
10180658	JTHBJ46G872 [REDACTED]	3250	1/18/07
10182245	JTHBJ46G372 [REDACTED]	2500	10/12/06
10174071			11/21/06
10175335	JTHBJ46G772 [REDACTED]	1000	8/2/06

**DESCR**

WHILE DRIVING THE CAR ON THE FALMOUTH CONNECTOR WITH THE TOLL BOOTH IN SIGHT, I LIFTED MY FOOT FROM THE ACCELERATOR TO DECELERATE AND SUDDENLY THE ACCELERATOR JUST TOOK OFF. I IMMEDIATELY APPLIED THE BRAKE BUT THE CAR CONTINUED TO TRY TO ACCELERATE, I THEN APPLIED BOTH FEET TO THE BRAKE AS I TRIED DESPERATELY TO STOP THE CAR WHILE THE FRONT WHEELS WERE SPINNING AND BURNING RUBBER. I TRIED TO SHUT DOWN THE IGNITION WITH THE PUSHBUTTON ON THE GEAR SHIFTER AND ALSO DESPERATELY TRIED TO MOVE THE GEAR SHIFTER FROM DRIVE BUT COULD NOT. NEITHER THE IGNITION BUTTON NOR THE GEAR SHIFTER WOULD RESPOND. THE CAR CONTINUED TO TRY TO ACCELERATE BUT I WAS ABLE TO STEER THE CAR INTO THE SNOW BANKING OFF THE ROAD AND IT FINALLY STALLED IN A BLACK CLOUD OF RUBBER AND SMOKE. THE DEALER DID AN INSPECTION OF THE CAR AND COULD FIND NOTHING WRONG AND DENIED KNOWING OF ANY PROBLEMS. I HAVE BEEN TRAUMATIZED BY THIS EVENT AND CONTINUE WITH MEDICAL ATTENTION IN RECOVERY. \*NM

DT\*: THE CONTACT STATED WHILE TRAVELING 30 MPH, THE VEHICLE BEGAN TO ACCELERATE UNCONTROLLABLY. THE VEHICLE WOULD NOT SLOW WITH BOTH FEET DEPRESSED ON THE BRAKE PEDAL AND IN NEUTRAL. THE VEHICLE STOPPED ONCE IN PARK. THE VEHICLE WAS TOWED TO THE DEALERSHIP, BUT THEY ARE UNABLE TO DETERMINE THE PROBLEM. THE MANUFACTURER HAS SENT TECHNICIANS TO LOOK INTO THE PROBLEM. THE VEHICLE IS A 2007 LEXUS ES350. \*AK

CONSUMER REQUEST FOR INVESTIGATION ON THE 2007 ES350 SPEED CONTROL. \*TS

THE CONSUMER STATED THE VEHICLE SUDDENLY ACCELERATED, AFTER ATTEMPTING TO APPLY THE BRAKES. THE UNWANTED ACCELERATION CAUSED THE VEHICLE TO CRASH INTO THE HIGHWAY GUARD RAIL AND CONSEQUENTLY THE VEHICLE ROLLED OVER. THE CONSUMER SUFFERED SERIOUS BACK, NECK AND PELVIC INJURIES. \*JB

USE THE CRUISE CONTROL WHEN I AM DRIVING ANY DISTANCES. WHILE IN HEAVY TRAFFIC GOING UP A MOUNTAIN GRADE, THE CAR STARTED ACCELERATING BY ITSELF. THE FIRST THING I DID WAS HIT THE BRAKE, WHEN THAT DID NOT DISENGAGE THE CRUISE OR ACCELERATION, I STOMPED ON THE BRAKES WITH BOTH FEET. THE VEHICLE WAS NOW ACCELERATING AT OVER 100 MPH IN HEAVY TRAFFIC, THEN I FINALLY PUT THE CAR IN LOW WHICH DID FINALLY DISENGAGE THE CRUISE AND ACCELERATOR. THIS WAS A VERY SCARY EVENT.

THE FOLLOWING DAY I IMMEDIATELY TOOK THE CAR IN WITH THIS COMPLAINT TO SCOTTSDALE LEXUS SERVICE DEPARTMENT. I HAD NO DOUBTS THAT THEY WOULD IMMEDIATELY TAKE CARE OF THIS LIFE THREATENING PROBLEM. TO MAKE A VERY LONG AND TIME CONSUMING STORY SHORT, I WAS TOLD TO DRIVE THE CAR UNTIL IT HAPPENED AGAIN AND THAT THEY HAD NEVER HEARD OF THIS PROBLEM BEFORE. PERHAPS THE NEXT TIME I WANT BE ABLE TO MISS ALL OF THE CARS THAT WERE IN MY WAY AND COULD JUST GO OVER THE EDGE OF THE MOUNTAIN. I HAVE SPOKEN TO A LOT OF LEXUS PEOPLE WITH NO RESULTS AND FINALLY DECIDED TO DROP IT UNTIL I HAD TIME TO TRY AND DEAL WITH THE SITUATION. I DID NOT GET A NEW LEXUS SO I COULD BE CONSUMED WITH MY TIME WASTED WITH INNUMERABLE PHONE CALL AND REPETITION OF STORIES. I PUT \$6000 DOWN ON MY NEW LEXUS LEASE THAT IS FOR 3 YEARS AND NOW HAVE A VEHICLE THAT I DO NOT FEEL SAFE TO DRIVE. I CERTAINLY WOULD NEVER SET THE CRUISE CONTROL AGAIN. \*JB

WHILE DRIVING MY 2007 LEXUS ES 350 ON A VERY BUSY P'WAY THE VEHICLE ACCELERATED ON ITS OWN. THE CAR JUST TOOK OFF. I APPLIED THE BRAKES ONCE, THEN AGAIN AND AGAIN I HAD MY FOOT ON THE BRAKE PEDAL ALL THE WAY TO THE FLOOR AND THE CAR DID NOT SLOW DOWN. IT WAS A HORROR. I HAD NO CONTROL OF THE SPEED AND ULTIMATELY CAUSED A SIX CAR COLLISION. PEOPLE INCLUDING MYSELF WERE HURT AND HOSPITALIZED. THE PURPOSE OF MY PURCHASING THIS VEHICLE WAS DUE TO THE 5 STAR RATING AND SAFETY. AFTER RESEARCHING I FOUND TOO MANY OTHER COMPLAINTS OF THIS NATURE. THE VEHICLE IS MUCH TO DANGEROUS AND SHOULD H BE RECALLED. VERY DISAPPOINTED AN ITS A MIRACLE I'M ALIVE. \*NM

WHILE MERGING ONTO I-40 INTERSTATE IN MY 3 MONTH OLD 2007 ES 350, I ACCELERATED TO 65 MPH, BUT THE CAR CONTINUED TO ACCELERATE ON ITS OWN. THE CRUISE LIGHT CAME ON BY ITSELF. I DISENGAGED THE CRUISE, APPLIED THE BRAKE WITH BOTH FEET, AND SHIFTED INTO LOWER GEARS, INCLUDING NEUTRAL. I APPLIED THE EMERGENCY BRAKE & SHIFTED INTO REVERSE, AS THE CAR WAS NOW APPROACHING 100 MPH. I TRAVELED ALMOST 6 MILES AT 110+ MPH WITH THE GEARSHIFT IN REVERSE BEFORE THE BRAKES TOOK HOLD. TOYOTA MOTOR CO. DENIES THIS CAN HAPPEN, BUT THIS CAR NEEDS TO BE RECALLED. I WILL NEVER DRIVE THIS CAR AGAIN AND AM THANKFUL TO BE ALIVE EVERYDAY. \*JB

DT\*: THE CONTACT STATED WHILE DRIVING 20 MPH, THE VEHICLE ACCELERATED WITHOUT WARNING. THE VEHICLE WAS SHIFTED INTO NEUTRAL AND BACK TO DRIVE BEFORE IT WOULD SLOW DOWN. THE DEALER WAS ALERTED. THE VEHICLE WAS A 2007 LEXUS ES350. \*AK

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, WHICH SLOWED DOWN THE VEHICLE. ON ANOTHER OCCASION WHILE TRAVELING 20 MPH, SUDDEN ACCELERATION RECURRED, THE VEHICLE WAS SHIFTED INTO PARK AND THE IGNITION WAS TURNED OFF. THE DEALER WAS CONTACTED, WHO DETERMINED THAT THE FLOORMAT COULD HAVE DEPRESSED THE ACCELERATOR PEDAL. ON 12/05/06, THE PROBLEM RECURRED WHILE TRAVELING 30 MPH. THE BRAKES WERE DEPRESSED, WHICH DID NOT STOP THE VEHICLE. THE AUTOMATIC TRANSMISSION WAS SHIFTED INTO PARK, WHICH COMPLETELY SHUT THE VEHICLE OFF. SMOKE WAS NOTICED COMING FROM THE ENGINE COMPARTMENT. ON 12/06/06, THE MANUFACTURER WAS CONTACTED, WHO PROVIDED NO ASSISTANCE.

10179191	JTHBJ46GX72 [REDACTED]	3000	1/18/07
----------	------------------------	------	---------

Added 3/6/2007

10183821 JTHBJ46GX72 [REDACTED] 700 2/6/07

TL\* - THE CONTACT OWNS A 2007 LEXUS ES350. THE CONTACT IS THE ORIGINAL OWNER OF THE VEHICLE AND IMMEDIATELY OBSERVED THE CRUISE CONTROL WAS NOT OPERATING PROPERLY. THE CONTACT'S OIL AND WATER LEAK FAILURE OCCURRED AT LESS THAN 2000 MILES. THE CONTACT IS CONCERNED THAT THE LEAK COULD CAUSE A FIRE SINCE THERE IS NO INDICATION WHERE THE LEAKS ORIGINATE. THE CONTACT NOTICED WHILE DRIVING AT 55 MILES PER HOUR THE VEHICLE'S CRUISE CONTROL CAUSED THE VEHICLE TO ACCELERATE WAY PASSED THE SET SPEED. THE CONTACT FIRST NOTICED THAT THE CRUISE CONTROL WASN'T FUNCTIONING PROPERLY AT THE TIME OF PURCHASE ON OCTOBER 11, 2006. THE CONTACTS VEHICLE IS CURRENTLY AT THE DEALER FOR REPAIR. THE CONTACT HAS RESEARCHED SEVERAL SIMILAR COMPLAINTS. \*NM

DRIVER WAS INJURED WHEN DRIVING HER NEW (SIX WEEKS OLD) LEXUS ES350 WITH APPROXIMATELY 700 MILES ON THE ODOMETER. DUE TO A DEFECT WITH THE AUTOMOBILE, THE CAR, WHILE PROCEEDING ON A ROADWAY, SUDDENLY AND UNEXPECTEDLY ACCELERATED. THE CAR WOULD NOT STOP EVEN THOUGH THE DRIVER HAD FULLY APPLYING THE BRAKES. THE DRIVER, JAMMING ON THE BRAKES, WAS ABLE TO SLOW THE CAR. THE DRIVER, UNABLE TO TURN OFF THE ENGINE BY PUSHING THE IGNITION BUTTON AND UNABLE TO STOP THE MOVEMENT OF THE CAR BY THE APPLICATION OF THE BRAKES, INTENTIONALLY CRASHED THE CAR INTO A PARKED AUTOMOBILE TO STOP. AFTER THE CAR FINALLY STOPPED, DRIVER WAS UNABLE TO TURN OFF THE ENGINE EVEN AFTER MOVING THE STICK INTO THE "PARK" POSITION. \*JB

From: Chris Santucci/=WDC/Toyota\_NY.

Sent:3/7/2007 12:37 PM.

To: [-] <Scott.Yon@dot.gov>.

Cc: [-] .

Bcc: [-] .

Subject: RE: Additional VOQ for 2007 ES350.

Scott,

I modified your file to show which vehicles had port-installed all weather mats.

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>  
03/07/2007 01:40 PM  
To <CSantucci@tma.toyota.com>  
cc  
Subject RE: Additional VOQ for 2007 ES350

Sorry about that.

From: CSantucci@tma.toyota.com [mailto:CSantucci@tma.toyota.com]  
Sent: Wednesday, March 07, 2007 1:36 PM  
To: Yon, Scott <NHTSA>  
Subject: Re: Additional VOQ for 2007 ES350

Hi Scott,

There is no list attached to your email.

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>



03/06/2007 05:39 PM

To <Chris\_Santucci@tma.toyota.com>  
cc <Jeff.Quandt@dot.gov>  
Subject Additional VOQ for 2007 ES350

Chris,

Jeff apparently mentioned to you that we had one more VOQ for the ES. I have included details of it on the attached list.

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

-----  
The information contained in this e-mail message has been sent from a federal agency of the United States Government. It may be privileged, confidential, and/or protected from disclosure. If you are not the intended recipient, any further disclosure or use, dissemination, distribution, or copying this message or any attachment is strictly prohibited. If you think that you have received this e-mail message in error, please delete it and notify the sender.

=====  
[attachment "VOQDetailsForCS20070306.xls" deleted by Chris Santucci/WDC/Toyota\_NY]

ODI_ID	VIN	MILEAGE	INCIDENT_DT
10182749	JTHBJ46G672 [REDACTED]	2658	1/25/07
10156602		80	5/2/06
10176450	JTHBJ46G372 [REDACTED]	4100	1/1/01
10182834	JTHBJ46G672 [REDACTED]	2638	11/23/06
10180658	JTHBJ46G872 [REDACTED]	3250	1/18/07
10182245	JTHBJ46G372 [REDACTED]	2500	10/12/06

**DESCR**

**Optional**

WHILE DRIVING THE CAR ON THE FALMOUTH CONNECTOR WITH THE TOLL BOOTH IN SIGHT, I LIFTED MY FOOT FROM THE ACCELERATOR TO DECELERATE AND SUDDENLY THE ACCELERATOR JUST TOOK OFF. I IMMEDIATELY APPLIED THE BRAKE BUT THE CAR CONTINUED TO TRY TO ACCELERATE, I THEN APPLIED BOTH FEET TO THE BRAKE AS I TRIED DESPERATELY TO STOP THE CAR WHILE THE FRONT WHEELS WERE SPINNING AND BURNING RUBBER. I TRIED TO SHUT DOWN THE IGNITION WITH THE PUSHBUTTON ON THE GEAR SHIFTER AND ALSO DESPERATELY TRIED TO MOVE THE GEAR SHIFTER FROM DRIVE BUT COULD NOT. NEITHER THE IGNITION BUTTON NOR THE GEAR SHIFTER WOULD RESPOND. THE CAR CONTINUED TO TRY TO ACCELERATE BUT I WAS ABLE TO STEER THE CAR INTO THE SNOW BANKING OFF THE ROAD AND IT FINALLY STALLED IN A BLACK CLOUD OF RUBBER AND SMOKE. THE DEALER DID AN INSPECTION OF THE CAR AND COULD FIND NOTHING WRONG AND DENIED KNOWING OF ANY PROBLEMS. I HAVE BEEN TRAUMATIZED BY THIS EVENT AND CONTINUE WITH MEDICAL ATTENTION IN RECOVERY. \*NM

WF: All Weather Mats

DT\*: THE CONTACT STATED WHILE TRAVELING 30 MPH, THE VEHICLE BEGAN TO ACCELERATE UNCONTROLLABLY. THE VEHICLE WOULD NOT SLOW WITH BOTH FEET DEPRESSED ON THE BRAKE PEDAL AND IN NEUTRAL. THE VEHICLE STOPPED ONCE IN PARK. THE VEHICLE WAS TOWED TO THE DEALERSHIP, BUT THEY ARE UNABLE TO DETERMINE THE PROBLEM. THE MANUFACTURER HAS SENT TECHNICIANS TO LOOK INTO THE PROBLEM. THE VEHICLE IS A 2007 LEXUS ES350. \*AK

CONSUMER REQUEST FOR INVESTIGATION ON THE 2007 ES350 SPEED CONTROL. \*TS  
THE CONSUMER STATED THE VEHICLE SUDDENLY ACCELERATED, AFTER ATTEMPTING TO APPLY THE BRAKES. THE UNWANTED ACCELERATION CAUSED THE VEHICLE TO CRASH INTO THE HIGHWAY GUARD RAIL AND CONSEQUENTLY THE VEHICLE ROLLED OVER. THE CONSUMER SUFFERED SERIOUS BACK, NECK AND PELVIC INJURIES. \*JB

WF: All Weather Mats

ES350 ON THANKSGIVING DAY 2006. I WAS DRIVING WITH 3 OTHER FAMILY MEMBERS TO PAYSON, AZ FROM FOUNTAIN HILLS, AZ. PAYSON IS IN THE MOUNTAINS AT HIGHER ELEVATION. I LIKE TO USE THE CRUISE CONTROL WHEN I AM DRIVING ANY DISTANCES. WHILE IN HEAVY TRAFFIC GOING UP A MOUNTAIN GRADE, THE CAR STARTED ACCELERATING BY ITSELF. THE FIRST THING I DID WAS HIT THE BRAKE, WHEN THAT DID NOT DISENGAGE THE CRUISE OR ACCELERATION, I STOMPED ON THE BRAKES WITH BOTH FEET. THE VEHICLE WAS NOW ACCELERATING AT OVER 100 MPH IN HEAVY TRAFFIC, THEN I FINALLY PUT THE CAR IN LOW WHICH DID FINALLY DISENGAGE THE CRUISE AND ACCELERATOR. THIS WAS A VERY SCARY EVENT.

THE FOLLOWING DAY I IMMEDIATELY TOOK THE CAR IN WITH THIS COMPLAINT TO SCOTTSDALE LEXUS SERVICE DEPARTMENT. I HAD NO DOUBTS THAT THEY WOULD IMMEDIATELY TAKE CARE OF THIS LIFE THREATENING PROBLEM. TO MAKE A VERY LONG AND TIME CONSUMING STORY SHORT, I WAS TOLD TO DRIVE THE CAR UNTIL IT HAPPENED AGAIN AND THAT THEY HAD NEVER HEARD OF THIS PROBLEM BEFORE. PERHAPS THE NEXT TIME I WANT BE ABLE TO MISS ALL OF THE CARS THAT WERE IN MY WAY AND COULD JUST GO OVER THE EDGE OF THE MOUNTAIN. I HAVE SPOKEN TO A LOT OF LEXUS PEOPLE WITH NO RESULTS AND FINALLY DECIDED TO DROP IT UNTIL I HAD TIME TO TRY AND DEAL WITH THE SITUATION. I DID NOT GET A NEW LEXUS SO I COULD BE CONSUMED WITH MY TIME WASTED WITH INNUMERABLE PHONE CALL AND REPETITION OF STORIES. I PUT \$6000 DOWN ON MY NEW LEXUS LEASE THAT IS FOR 3 YEARS AND NOW HAVE A VEHICLE THAT I DO NOT FEEL SAFE TO DRIVE. I CERTAINLY WOULD NEVER SET THE CRUISE CONTROL AGAIN.

WHILE DRIVING MY 2007 LEXUS ES 350 ON A VERY BUSY P'WAY THE VEHICLE ACCELERATED ON ITS OWN. THE CAR JUST TOOK OFF. I APPLIED THE BRAKES ONCE, THEN AGAIN AND AGAIN I HAD MY FOOT ON THE BRAKE PEDAL ALL THE WAY TO THE FLOOR AND THE CAR DID NOT SLOW DOWN. IT WAS A HORROR. I HAD NO CONTROL OF THE SPEED AND ULTIMATELY CAUSED A SIX CAR COLLISION. PEOPLE INCLUDING MYSELF WERE HURT AND HOSPITALIZED. THE PURPOSE OF MY PURCHASING THIS VEHICLE WAS DUE TO THE 5 STAR RATING AND SAFETY. AFTER RESEARCHING I FOUND TOO MANY OTHER COMPLAINTS OF THIS NATURE. THE VEHICLE IS MUCH TO DANGEROUS AND SHOULD H BE RECALLED. VERY DISAPPOINTED AN ITS A MIRACLE I'M ALIVE. \*NM

WF: All Weather Mats

WHILE MERGING ONTO I-40 INTERSTATE IN MY 3 MONTH OLD 2007 ES 350, I ACCELERATED TO 65 MPH, BUT THE CAR CONTINUED TO ACCELERATE ON ITS OWN. THE CRUISE LIGHT CAME ON BY ITSELF. I DISENGAGED THE CRUISE, APPLIED THE BRAKE WITH BOTH FEET, AND SHIFTED INTO LOWER GEARS, INCLUDING NEUTRAL. I APPLIED THE EMERGENCY BRAKE & SHIFTED INTO REVERSE, AS THE CAR WAS NOW APPROACHING 100 MPH. I TRAVELED ALMOST 6 MILES AT 110+ MPH WITH THE GEARSHIFT IN REVERSE BEFORE THE BRAKES TOOK HOLD. TOYOTA MOTOR CO. DENIES THIS CAN HAPPEN, BUT THIS CAR NEEDS TO BE RECALLED. I WILL NEVER DRIVE THIS CAR AGAIN AND AM THANKFUL TO BE ALIVE EVERYDAY. \*JB

10174071				11/21/06
10175335	JTHBJ46G72 [REDACTED]	1000		8/2/06
10179191	JTHBJ46GX72 [REDACTED]	3000		1/18/07
Added 3/6/2007				
10183821	JTHBJ46GX72 [REDACTED]	700		2/6/07

DT\*: THE CONTACT STATED WHILE DRIVING 20 MPH, THE VEHICLE ACCELERATED WITHOUT WARNING. THE VEHICLE WAS SHIFTED INTO NEUTRAL AND BACK TO DRIVE BEFORE IT WOULD SLOW DOWN. THE DEALER WAS ALERTED. THE VEHICLE WAS A 2007 LEXUS ES350.  
\*AK

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, WHICH SLOWED DOWN THE VEHICLE. ON ANOTHER OCCASION WHILE TRAVELING 20 MPH, SUDDEN ACCELERATION RECURRED, THE VEHICLE WAS SHIFTED INTO PARK AND THE IGNITION WAS TURNED OFF. THE DEALER WAS CONTACTED, WHO DETERMINED THAT THE FLOORMAT COULD HAVE DEPRESSED THE ACCELERATOR PEDAL. ON 12/05/06, THE PROBLEM RECURRED WHILE TRAVELING 30 MPH. THE BRAKES WERE DEPRESSED, WHICH DID NOT STOP THE VEHICLE. THE AUTOMATIC TRANSMISSION WAS SHIFTED INTO PARK, WHICH COMPLETELY SHUT THE VEHICLE OFF. SMOKE WAS NOTICED COMING FROM THE ENGINE COMPARTMENT. ON 12/06/06, THE MANUFACTURER WAS CONTACTED, WHO PROVIDED NO ASSISTANCE.

TL\* - THE CONTACT OWNS A 2007 LEXUS ES350. THE CONTACT IS THE ORIGINAL OWNER OF THE VEHICLE AND IMMEDIATELY OBSERVED THE CRUISE CONTROL WAS NOT OPERATING PROPERLY. THE CONTACT'S OIL AND WATER LEAK FAILURE OCCURRED AT LESS THAN 2000 MILES. THE CONTACT IS CONCERNED THAT THE LEAK COULD CAUSE A FIRE SINCE THERE IS NO INDICATION WHERE THE LEAKS ORIGINATE. THE CONTACT NOTICED WHILE DRIVING AT 55 MILES PER HOUR THE VEHICLE'S CRUISE CONTROL CAUSED THE VEHICLE TO ACCELERATE WAY PASSED THE SET SPEED. THE CONTACT FIRST NOTICED THAT THE CRUISE CONTROL WASN'T FUNCTIONING PROPERLY AT THE TIME OF PURCHASE ON OCTOBER 11, 2006. THE CONTACTS VEHICLE IS CURRENTLY AT THE DEALER FOR REPAIR. THE CONTACT HAS RESEARCHED SEVERAL SIMILAR COMPLAINTS. \*NM

DRIVER WAS INJURED WHEN DRIVING HER NEW (SIX WEEKS OLD) LEXUS ES350 WITH APPROXIMATELY 700 MILES ON THE ODOMETER. DUE TO A DEFECT WITH THE AUTOMOBILE, THE CAR, WHILE PROCEEDING ON A ROADWAY, SUDDENLY AND UNEXPECTEDLY ACCELERATED. THE CAR WOULD NOT STOP EVEN THOUGH THE DRIVER HAD FULLY APPLYING THE BRAKES. THE DRIVER, JAMMING ON THE BRAKES, WAS ABLE TO SLOW THE CAR. THE DRIVER, UNABLE TO TURN OFF THE ENGINE BY PUSHING THE IGNITION BUTTON AND UNABLE TO STOP THE MOVEMENT OF THE CAR BY THE APPLICATION OF THE BRAKES, INTENTIONALLY CRASHED THE CAR INTO A PARKED AUTOMOBILE TO STOP. AFTER THE CAR FINALLY STOPPED, DRIVER WAS UNABLE TO TURN OFF THE ENGINE EVEN AFTER MOVING THE STICK INTO THE "PARK" POSITION. \*JB

WF: All Weather Mats





[Login](#) | [About](#) | [Register](#) | [Lost Password?](#)

ONLINE EDITION • [hutchinsonleader.com](#) • Hutchinson, Minnesota

HUTCHINSON  
**Leader**



**Jobs**



**Real Estate**



**Motorbuys**



**Classifieds**

[Shopping](#) | [Rentals](#) | [Photo Reprints](#) | [City Guide](#) | [Dining](#) | [Movies](#) | [Chris' Top 10](#) | [Bride's Guide](#) | [The 7 Project](#)

[Pets of the Week](#) | [Discover Downtown](#) | [Roundabout](#) | [Litchfield News](#) | [Sports Schedules](#) | [Lost Hutchinson](#) | [Football Zone](#) | [Open Houses](#)

It's all about better patient care

Hutchinson Medical Center is in the process of implementing an electronic health record (EHR) system.



**Hutchinson  
Medical Center**

[Home](#) | [Blogs](#) | [Catch Up](#) | [Forums](#) | [Groups](#) | [News](#) | [Search](#) | [Site Map/RSS](#) | [Sites](#)

[How to use the new site](#) | [Send Feedback](#) | [Subscribe to our print edition](#) | [Subscribe to our e-edition](#)

[News](#) » [Police](#)

## Sudden acceleration causes Glencoe crash

Submitted by Jorge Sosa on November 22, 2006 - 10:47am.  
Filed under: [Police](#)

A driver suffered a possible broken neck Tuesday, in a crash on U.S. Highway 212 in Glencoe.

According to the State Patrol, Cheryl Mahoney, 54, of Jackson, Wyo., left the SuperAmerica on Morningside Drive in her 2006 Toyota Tacoma at about 7:05 a.m.

Her vehicle accelerated out of the parking lot and across the eastbound and westbound lanes of Highway 212. It came to rest in the north ditch of the highway. She suffered a possible neck fracture, but the injury was not life threatening. She was taken by ambulance to Hennepin County Medical Center.

The State Patrol has not yet determined whether the sudden acceleration was caused by mechanical failure or driver error. The Glencoe Fire Department and emergency services also responded to the crash.

(Jorge Sosa is a staff writer for the Hutchinson Leader. He can be reached at [sosa@hutchinsonleader.com](mailto:sosa@hutchinsonleader.com))

### Your vote:

Average: 5 (1 vote)

» [Login or register to post comments](#) | [Printer friendly version](#)

### News Navigator

- [Activities](#) (302) stories
- [Agriculture](#) (100) stories
- [Anniversaries](#) (1) stories
- [Announcements](#) (159) stories
- [Around McLeod County](#) (217) stories
- [Audio Podcast](#) (1) stories
- [Birthdays](#) (1) stories
- [Book Review](#) (11) stories
- [Business](#) (190) stories
- [City Politics](#) (130) stories
- [College News](#) (7) stories
- [Corrections](#) (2) stories
- [County Politics](#) (31) stories
- [Courts](#) (5) stories
- [Deaths](#) (280) stories
- [Entertainment](#) (171) stories
- [Environment](#) (4) stories
- [Faith](#) (11) stories
- [Feature](#) (108) stories
- [Fire calls](#) (9) stories
- [Flavor](#) (12) stories
- [Health](#) (56) stories
- [Highway 7](#) (39) stories
- [Interviews](#) (4) stories
- [Legal Notices](#) (95) stories
- [Military](#) (15) stories
- [Movie Review](#) (15) stories
- [National Events](#) (3) stories
- [National Politics](#) (11) stories
- [Opinion](#) (447) stories
- [Outdoors](#) (114) stories
- [Police](#) (134) stories
- [Polls](#) (47) stories
- [School Board](#) (5) stories
- [Schools](#) (232) stories
- [Sheriff](#) (42) stories
- [Sports](#) (397) stories
- [State News](#) (1) stories
- [State Politics](#) (35) stories
- [Video Clips](#) (17) stories
- [Volunteer Opportunities](#) (3) stories
- [Weather](#) (26) stories



**Recent comments**

- I personally think there  
3 hours 23 min ago
- Since the first time I  
3 hours 41 min ago
- Middle School Soccer  
4 hours 25 min ago
- I live along the river and  
4 hours 50 min ago
- I think the speed limit  
5 hours 6 min ago
- I agree. I am not surprised  
6 hours 59 min ago
- No, I am not suggesting we  
7 hours 5 min ago
- I believe every opportunity  
9 hours 5 min ago
- Actually, fall sports at  
13 hours 45 min ago
- And now the talk is to have  
17 hours 21 min ago

**Active forum topics**

- River bottom finds
- Speed limit on Highway 7
- What do you think of Ken Burns' 'The War'?
- Lost Hutchinson: City Hall
- Deleted forum

[more](#)

**The Highway 7 Project**

Learn more about the Highway 7 project.

[View the Highway 7 detour map.](#)

**Latest Posts**

- Bridge inspection leads to traffic restriction  
4 hours 17 min ago
- Enjoy a French-Canadian treat  
5 hours 19 min ago
- 'An Evening with Maya Angelou'  
5 hours 33 min ago
- 'Chicken Soup' for the educator's soul  
7 hours 58 min ago
- Hutchinson Middle School students to vie in Olympics  
8 hours 2 min ago
- Gun and coin show improves from last year  
8 hours 5 min ago
- First Hutchinson disc golf tournament

results are in

8 hours 7 min ago

- Ridgewater College hosts open house  
8 hours 10 min ago
- Maud Hart Lovelace portrayal comes to Park Elementary  
8 hours 12 min ago
- CLASSIC MOVIE CORNER: 'Sid and Nancy' (1986)  
8 hours 31 min ago
- Tigersharks swim for No. 5  
8 hours 57 min ago
- Another look at Section 2AAA volleyball  
8 hours 59 min ago
- Public notices from the Oct. 4, 2007 Hutchinson Leader  
9 hours 56 min ago
- Burrito Guy ordered to change  
10 hours 40 min ago
- Follow tips for proper grain storage  
16 hours 57 min ago
- Hutchinson Elks "Gold Rush" Texas Hold'em Tournament Results- Week 5  
21 hours 16 sec ago
- Click here to listen to a duck decoy audio program  
1 day 2 hours ago
- Did you win the deer lottery?  
1 day 2 hours ago

[more](#)

### Upcoming events

- Legion sponsors spaghetti supper  
(Now)
- Open house at New Discoveries  
Thursday  
(Now)
- The General Federation of Woman's Club of Hutchinson  
(Now)
- Quilters Along the Yellowstone Trail  
(4 days)
- Red Cross Disaster Action Team  
(4 days)
- Glencoe Christian Women's Club  
(4 days)

 [more](#)

### Hot Jobs

- Day Shifts And Management
- Golf Club Manager, Oakdale Golf Club
- Master Electrician, Le Sueur

**Incorporated**

- Cost Accountant, TSE
- Maintenance Person, McLaughlin Gormley King Company
- Engineer, Kroll Ontrack
- Hospital Pharmacist, Ridgeview Medical Center
- Security Officers, Securitas Security Services
- Manufacturing, Hutchinson Technology

**Who's new**

- j.garcia66
- hookedonmonix
- otterone
- 320-234-3783
- Geohenke

**Who's online**

There are currently *0 users* and *94 guests* online.

**All-time popular content**

- 'Transformers' posters -- more than meets the eye (27370)
- McLeod West school bond vote defeated (19753)
- How to use this site (10431)
- Man firing gun triggers search (9193)
- A sad day for this fast food lover (8435)

[more](#)

**Recent popular content**

- Chipotle seeks Burrito Guy change (167)
- Bridge inspection leads to traffic restriction (105)
- Should Hutchinson have high school soccer teams? (58)
- River bottom finds (54)
- Speed limit on Highway 7 (53)

[more](#)

**It's all about better patient care**

Hutchinson Medical Center is in the process of implementing an electronic health record (EHR) system.



**Hutchinson  
Medical Center**

Hutchinson Leader • 36 Washington Ave. W. • Hutchinson, MN 55350 • Phone (320) 587-5000  
[Newsstands](#) • [Feedback](#) • [Contact us](#) • [Privacy Policy](#) • [Advertise](#) • [Subscribe](#)

*Awarded second place in the Nation's Best Non-daily by the National Newspaper Association, 2006*  
*Awarded second place in the Nation's Best Non-daily by the Inland Press Association, 2006*  
*Awarded General Excellence as the top newspaper of its size by the Minnesota Newspaper Association, 2006*

*Awarded second place for Best Web site by the Minnesota Newspaper Association, 2006*



1

\*\*\* PHONE LOG 09/12/2007 05:40:47 PM DMorano

Caller states: cllr sts when he going up a gravel road this past weekend and he had the veh in drive and took his foot off the brake and the engine made a loud noise and the engine stopped. cllr sts the auto trans seems to hesitate and ncr adv the drive by wire system. cllr sts when at a stop light with brakes applied the engine will rev and move the veh. cllr sts brakes have a spongy feel and no longer have a solid secure feel. cllr sts a police officer...

\*\*\* NOTES 09/12/2007 05:40:47 PM DMorano

.....pulled him over at a stop light and asked him why he was trying to get ready to drag race him and the cust at he was not trying to drag race the officer and that the engine revs which makes the truck body move when he has the brakes applied at a stop light. cllr sts the officer did not give him a ticket. cllr sts the rear truck sus also seems to drift and does not adhear to the road when he goes over bumps.

\*\*\* CASE CLOSE 09/17/07 14:30:49 rulemgr

SERVICE MANAGER ROBBUIE CORTIS - SET APPT FOR CUST TUES 18TH FOR EVAL

2

\*\*\* PHONE LOG 07/25/2007 06:31:39 AM JSugar

unintended acceleration

Cllr sts: Gas pedal got stuck. 07/22/07 Cust driving on highway in slow lane, went to pass someone, accelerated like normal but gas pedal pushed itself to the floor (like when c/c takes over) & got stuck. C/C button was on but cruise control not activated. RPM was redlining @ 7000 & veh was trying to go 120 mph but cust pushed both feet on brakes & was burning rubber @ 60 mph. Cust tried to pump brakes but veh began accelerating again so

\*\*\* NOTES 07/25/2007 06:31:39 AM JSugar

cust tried braking w/both feet again. Veh wouldn't stop so cust put it in neutral & then into park. Even when veh was in park rpm's stayed around 7k & tires were spinning. Cust turned off veh & saw gas pedal was stuck to floor, so cust unstuck gas pedal. Cust began driving veh home & same issue ocured while going around a corner (cruise control not on at all this time). Cust just turned key & shut off veh. Cust almost home so drove home carefully. Next day dlr p/u veh

\*\*\* NOTES 07/25/2007 06:34:05 AM JSugar

& gave cust rental. Dlr can't find anything wrong w/veh, & have tried to recreate situation (has driven veh 120 miles). Cust fls has put long term damage on brakes, tires, transmission during incident. Cust fls shouldn't have to pay for veh & doesn't feel veh is safe. Dlr said can fix veh & give it back or do trade-in w/cust paying diff. Cust's mom found report of similar incident on [www.consumeraffairs.com](http://www.consumeraffairs.com) (under automotive, then toy tacoma) where incident happened 4..

\*\*\* NOTES 07/25/2007 06:36:07 AM JSugar

times & 5th time veh accelerated out of control & flipped. Cust doesn't want her veh even if dlr fixes it b/c of safety concerns. Cust wants another veh or her money back.

\*\*\* SUBCASE 200707250064-1 CREATED 07/25/2007 01:51:53 PM BHolt

TOY-RQ-00023738

\*\*\* NOTES 07/26/2007 01:46:58 PM AFriedberg

cllr sts to check status on case, & apol & advd cllr that CM is unavailable & CM will call cust on 6/26/07 or in 1 b/d cllr sts wants to be contacted later tonight around 4:30 pst

\*\*\* NOTES 07/27/2007 08:14:53 AM KGohn

Cllr c/b asked to speak to Case Manager. Sts can be reached anytime in the afternoon.

NCR apol and adv BHolt not avail. Adv will update case notes for c/b in 1 b/d adv may hear back today.

\*\*\* NOTES 07/27/2007 09:25:34 AM MMcMillian

Cust clld and would like a c/b from CM please.

\*\*\* NOTES 07/27/2007 09:41:59 AM BHolt

===OUTGOING DEALER CALL===

NCR spoke with Service Advisor Anthony Jordan who had vehicle towed to dealer when cust called in. Anthony noted when went to vehicle heavy duty rubber floor mat and it was wedge under the accelerator. Anthony found the clips in the glove compartment and clipped the mats down. Anthony advd with permission from cust drive vehicle home for 2 days and try to re-create concerns. NCR went to meeting and will call Anthony back

\*\*\* NOTES 07/27/2007 09:53:44 AM BHolt

===OUTGOING CUSTOMER CALL===

NCR spoke with cust who is very upset. Cust does want vehicle. Cust stated that dealer can not duplicate concerns. Cust has a loaner and refuses to pick. NCR advised cust will call dealer and get service history. NCR advised cust can file for ARB and explained ARB. Cust adv would like NCR to speak with her Father and NCR advd to have him call.

\*\*\* NOTES 07/27/2007 09:58:05 AM BHolt

===OUTGOING CUSTOMER CALL===

NCR c/b cust to advise spoke with Service Advisor Anthony who advised that the floor mat was wedged under the gas pedal. Cust was aware of that. NCR ask cust would she would like to do with case. Customer states her Father tried to call but was disconnected. NCR gave cust phone # , option # 3 and ext.

\*\*\* NOTES 07/27/2007 10:25:11 AM BHolt

===INCOMING CUSTOMER CALL===

Customer Father [REDACTED] called who NCR explained all the options his daughter has. [REDACTED] asked about NHTSA and NCR advised can file complaint with them. NCR advised that his daughter cannot keep the loaner vehicle and leave her vehicle at dealer. NCR asked what they are going to do. [REDACTED] does not know and NCR advised will follow-up on 7/31

\*\*\* NOTES 07/27/2007 10:26:27 AM BHolt

===OUTGOING DEALER CALL===

Anthony wants it noted in case that he advised customer regarding concerns had nothing to do with concerns. Anthony advised check if any codes (none) , removed all tires checked for tire wear, checked brakes , checked for TSB and found no physical damage to powertrain/transmission.

\*\*\* NOTES 07/27/2007 10:27:19 AM BHolt

===OUTGOING CUSTOMER CALL===

NCR called back customer and left message for her to call back. NCR left phone#, option#3 and ext.

\*\*\* NOTES 07/30/2007 09:18:13 AM BHolt

===OUTGOING CUSTOMER CALL===

NCR called customer at day phone and left VM with name, provided 800#, ext. and business hours.

\*\*\* NOTES 07/31/2007 06:11:24 AM BHolt

===OUTGOING CUSTOMER CALL===

NCR called customer at day phone and left VM with name, provided 800#, option # 3, ext. and business hours

\*\*\* NOTES 07/31/2007 07:26:05 AM BHolt

===INCOMING CUSTOMER CALL===

Customer called to advise her Father (Lawyer) has sent a letter to Toyota and Toyota of Augusta regarding concerns with vehicle. Customer would like to keep case open because she may file for ARB.

\*\*\* NOTES 08/13/2007 07:58:52 AM BHolt

===OUTGOING CUSTOMER CALL===

NCR called customer at day phone and left VM with name, provided 800#, option # 3, ext. and business hours

\*\*\* NOTES 08/17/2007 12:46:11 PM ARussell

+OUTGOING CUSTOMER CALL+

NCR called customer at day phone and left VM with name, provided 800#, option # 3, and BHolt log in ID.

\*\*\* NOTES 08/20/2007 02:09:26 PM BHolt

===OUTGOING CUSTOMER CALL===

NCR left v/m at day phone provided 800#, option # 3, ext. and business hours

\*\*\* NOTES 09/05/2007 10:06:23 AM ETorres1

+ OUTGOING CUST CALL +

NCR spoke to cust probe for status of concern. Cust sts got rid of truck and ok to close.

\*\*\* CASE CLOSE 09/05/2007 10:16:11 AM ETorres1

==CLOSE SUMMARY==

1. SUMMARY: cust sts gas pedal stuck & caused veh transmission to get stuck & rev
2. ACTION TAKEN: dlr inspected to find rubber mat wedged under pedal
3. RESOLUTION/POSITION: dlr can not duplicate concern
4. CUSTOMER SATISFIED: unknown
5. ROOT CAUSE: product-abnormal condition- gas pedal

\*\*\* SUBCASE 200707250064-1 CLOSED 09/05/2007 10:16:25 AM ETorres1

Cust got rid of truck.

3

\*\*\* PHONE LOG 10/18/2006 04:18:07 PM CFolk

Caller (Owner's son, [REDACTED]) states: Was driving south on Alameda St. stopped at 55th St, started accelerating and veh took off, at next intersection there was a car stopped, cllr swerved into left turn lane and turned left going 35-40 mph. Sts fish tailed around corner, missed curb, but struck a shopping cart that was full of wooden crates. Traveled another 700-100 ft before being able to stop. Debris from the crates struck another veh and damaged the rear bumper...

\*\*\* NOTES 10/18/2006 04:18:37 PM CFolk

...and fender. Cllr sts did not strike any other vehs. Sts had foot on the brakes while veh was accelerating and going around corner. Sts airbags did not go off. Sts no police report. Sts traded insurance info with owner of veh that was damaged. Sts was only occupant in veh and had seatbelt on. Sts accelerator had stuck earlier that day, but had happened at highway speeds and in light traffic. Was to take veh to dlr on 10/19 for alarm concerns and was going to ask...

\*\*\* NOTES 10/18/2006 04:20:12 PM CFolk

...about concern. Sts passenger side bumper and fender damaged, hood torn, A pillar is damaged, antenna is broken, mirror is gone, headlight is broken, sts hood is stuck shut. Sts veh is currently at home. Cllr sts would like to document accident. ncr apol and adv will open to CM for c/b within 2 bd. ncr adv case #.

\*\*\* SUBCASE 200610181431-1 CREATED 10/19/2006 07:45:34 AM CVargas

\*\*\* NOTES 10/19/2006 11:47:38 AM MDuong

CUST C/B

Marcella, insurance agent from 21st century insurance, sts would like status of case. NCR apol & adv case has been dispatched but no new notes have been added since cust's initial contact.

\*\*\* NOTES 10/19/2006 03:28:28 PM SGovind

cllr [REDACTED] c/b sts wants to know if there is any further info avail on case. wants to know if TOY is going to send someone out to examine mechanical failure in veh. wants to be contacted at day phone# or on cell phone: [REDACTED] ncr apol & adv case was sent to case mgr on 10/18 & case mgr should f/u by EOB tomorrow. ncr adv will forward request for c/b to case mgr. cllr satis.

\*\*\* NOTES 10/20/2006 09:55:16 AM CVargas

===OUTGOING CALL===

NCR spk to [REDACTED] who advd accident ocured on 10/18 at approx 4pm. Sts son was driving when veh accelerated and would not stop. Sts there was a man pushing a shopping cart and the man ran but son hit shopping cart full of paletts. Sts son would be able to provide more info regarding accident and can reach him at

TOY-RQ-00023741



██████████ NCR advd once more info is obtained from son ncr can send case to regional office for inspection and advd process.

\*\*\* PHONE LOG 10/20/2006 10:14:42 AM CVargas Action Type: Outgoing call

===OUTGOING CALL===

NCR spk to son ██████████ who advd was driving earlier that day on 210 fwy when veh accelerated on its own and then it was okay. Sts later that day was driving and again veh accelerated on its own. Sts hit shopping cart full of pallets and one of the pallets hit another veh. Sts he was not injured and no warning lights on. Sts would like to have veh inspected and will drive or have towed to dlr for inspection. NCR advd inspection process and advd will be contacted within 3 bus days by regional office.

\*\*\* NOTES 10/20/2006 10:15:29 AM CVargas

===FCRP===

LEGAL REQUESTS FIELD CONTACT REPORT W/ MANY INTERIOR AND EXTERIOR PHOTOS.

\*\*\* NOTES 10/24/2006 02:32:41 PM MSweeter110

Caller (Son) ██████████ advised me that he and his dad are co-owners and that he was driving at the time of the accident. His contact information is work # ██████████ his cell # ██████████ please call him to set up inspection on his Tacoma.

\*\*\* NOTES 10/24/2006 02:47:22 PM MSweeter110

Advised ██████████ (son) FTS will call to set-up inspection to be done at dealership or body shop. Customer ok'd and thanked.

\*\*\* SUBCASE 200610181431-1 CLOSED 10/25/2006 06:51:17 AM CVargas

\*\*\* NOTES 10/27/2006 09:02:15 AM MHoughtling110

FTS at dealer to inspect vehicle on 10/27/2006 8 AM. Customer did not bring in vehicle to dealer as agreed. FTS contacted ██████████ at 8:15 AM and cust stated he was advised by insurance co that they should have contacted FTS because their Expert wanted to be present at time of inspection. FTS never received contact from insurance CO and advised customer that further inspections would depend on customer bringing vehicle to dealer first. FTS advised cust to call FTS

\*\*\* NOTES 10/27/2006 09:04:03 AM MHoughtling110

Cust to call FTS when vehicle is at dealer prior to any other action by FTS. Customer supplied insurance case # ██████████ and phone # ██████████

\*\*\* NOTES 10/27/2006 02:28:15 PM MSweeter110

Per FTS M. Houghtling, the customers insurance company retained Tom Lepers (expert) to attend FCRP on 11/8/06 at 8:00 AM at Penske Toyota.

\*\*\* NOTES 11/09/2006 09:47:09 AM MHoughtling110

FTS inspected vehicle on 11-8-2006 at Penske Toyota. Scott Davidson FTS and Tom Leppers (21st Century retained inspector) present during inspection. Report completed 11-9-2006 and forwarded to Maggie.

Customer is waiting for response from TMS Legal.

\*\*\* CASE CLOSE 11/09/2006 02:47:31 PM MSweeter110

Received case from FTS M. Houghtling, forwarded case to C. Hargrave TMS Legal.

4

\*\*\* PHONE LOG 06/27/2007 03:10:36 PM MBates

Caller states: had a accident on 06/27/07. Sts was driving & hit brakes & came to a complete stop. Sts after about 30 sec the veh lunged forward. Sts hit the brakes to stop veh & tires squealed & hit another veh. Sts doesn't know the speed before impact. Sts veh has done this 2x's prior. Sts damage to lower bottom bumper. Sts no injuries. Sts the veh will be taken to the dlr for diag. NCR adv no SSC or TSB.

NCR apol & adv case#, adv CM to f/u w/in 1 b/d

\*\*\* NOTES 06/27/2007 03:10:52 PM MBates

Sts no airbag deployment & warning lights not on. Sts no prior accidents.

\*\*\* NOTES 06/27/2007 03:19:13 PM CZacharie

Clr c/b for previous ncr. NCR apol & warm trf to previous rep (see notes above)

\*\*\* NOTES 06/28/2007 08:20:35 AM PTimberlake

++OUTGOING DLR CALL++ spoke to Kevin (sev writer), dlr sts veh is at dlr. ncr adv dlr only to inspect veh and not to touch anything as cust is claiming veh caused the accident. adv dlr NOT to give cust a rental veh.

\*\*\* PHONE LOG 06/28/2007 08:39:57 AM PTimberlake Action Type: Incoming call

++OUTGOING CUST CALL++ cust sts he was driving and veh came to a stop and foot on the brake. sts veh lunged forward and cust applied the brakes but the veh lunged forward again impacting the rear of Ford F150, sts veh surged a 3rd time and impacted the rear of the F150 a second time. cust sts there is minor damage to lower bumper. cust sts dlr is inspecting veh now. sts this has happend two other times but no previous accidents. cust wants to know if something is wrong with veh. ncr offered FCRP but cust won't authorize it at this time. sts he wants a rental veh. ncr adv TMS will not be providing a rental. adv cust to call me back and let me know how he wants to proceed.

\*\*\* NOTES 06/28/2007 08:48:42 AM PTimberlake

++OUTGOING DLR CALL++ spoke to Rob Holloway (serv writer), sts dlr used scan tool and found NO DTC's. ncr adv dlr not to provide rental and not to do anything except inspect veh. ncr adv i will call region and call him back.

\*\*\* NOTES 06/28/2007 09:21:40 AM PTimberlake

++OUTGOING REGION CALL++ spoke to Roger Lepin (FTS), ncr adv cust claiming veh surged and caused accident. ncr adv dlr found NO DTC's. region feels dlr shouldn't do anything further than check DTC's and to offer cust FCRP if cust isn't satisfied with dlr inspection. region feels rental should not be given to cust as this is prod liab issue

\*\*\* NOTES 06/28/2007 09:27:33 AM PTimberlake

++OUTGOING DLR CALL++ spoke to Rob, ncr adv dlr no further diagnosis is required as region needs to inspect veh. ncr adv dlr NOT to give cust a rental veh as this is a prod liab issue.

\*\*\* SUBCASE 200706271300-1 CREATED 06/28/2007 09:29:00 AM PTimberlake

\*\*\* NOTES 06/28/2007 09:44:45 AM PTimberlake

++INCOMING DLR CALL++ call from CRM (Gale), sts she will call cust and tell him no DTC's found and tell him to call me if he wants region to inspect veh. dlr sts she will not provide cust with rental veh.

\*\*\* NOTES 06/28/2007 10:15:39 AM MJones

Caller c/b to speak w/ CM regarding case. CM not avail at time of call. NCR apol & adv cllr that CM will return call w/in 1 bus day. Cllr thanked ncr.

\*\*\* NOTES 06/28/2007 11:20:24 AM PTimberlake

++INCOMING CUST CALL++ cust sts he does NOT want region to inspect his veh. sts he is NOT looking for Toyota to pay for the damage to his veh. sts he isn't 100% sure the vehicle caused the accident and it could have been driver error. sts his wife and father have driven the veh and veh has NEVER surged on them. sts the veh surging 3 different times has ONLY happened to him and feels he might be causing the veh to surge.

\*\*\* CASE CLOSE 06/28/2007 11:21:07 AM PTimberlake

ncr offered FCRP inspection but cust refused. ncr closing case

\*\*\* SUBCASE 200706271300-1 CLOSED 06/28/2007 11:21:17 AM PTimberlake

close

\*\*\* NOTES 06/27/2007 03:19:13 PM CZacharie

Cllr c/b for previous ncr. NCR apol & warm trf to previous rep (see notes above)

\*\*\* NOTES 06/28/2007 08:20:35 AM PTimberlake

++OUTGOING DLR CALL++ spoke to Kevin (sev writer), dlr sts veh is at dlr. ncr adv dlr only to inspect veh and not to touch anything as cust is claiming veh caused the accident. adv dlr NOT to give cust a rental veh.

\*\*\* PHONE LOG 06/28/2007 08:39:57 AM PTimberlake Action Type: Incoming call

++OUTGOING CUST CALL++ cust sts he was driving and veh came to a stop and foot on the brake. sts veh lunged forward and cust applied the brakes but the veh lunged forward again impacting the rear of Ford F150, sts veh surged a 3rd time and impacted the rear of the F150 a second time. cust sts there is minor damage to lower bumper. cust sts dlr is inspecting veh now. sts this has happend two other times but no previous accidents. cust wants to know if something is wrong with veh. ncr offered FCRP but cust won't authorize it at this time. sts he wants a rental veh. ncr adv TMS will not be providing a rental. adv cust to call me back and let me know how he wants to proceed.

\*\*\* NOTES 06/28/2007 08:48:42 AM PTimberlake

++OUTGOING DLR CALL++ spoke to Rob Holloway (serv writer), sts dlr used scan tool and found NO DTC's. ncr adv dlr not to provide rental and not to do anything except inspect veh. ncr adv i will call region and call him back.

\*\*\* NOTES 06/28/2007 09:21:40 AM PTimberlake

++OUTGOING REGION CALL++ spoke to Roger Lepin (FTS), ncr adv cust claiming veh surged and caused accident. ncr adv dlr found NO DTC's. region feels dlr shouldn't do anything further than check DTC's and to offer cust FCRP if cust isn't satisfied with dlr inspection. region feels rental should not be given to cust as this is prod liab issue

\*\*\* NOTES 06/28/2007 09:27:33 AM PTimberlake

++OUTGOING DLR CALL++ spoke to Rob, ncr adv dlr no further diagnosis is required as region needs to inspect veh. ncr adv dlr NOT to give cust a rental veh as this is a prod liab issue.

\*\*\* SUBCASE 200706271300-1 CREATED 06/28/2007 09:29:00 AM PTimberlake

\*\*\* NOTES 06/28/2007 09:44:45 AM PTimberlake

++INCOMING DLR CALL++ call from CRM (Gale), sts she will call cust and tell him no DTC's found and tell him to call me if he wants region to inspect veh. dlr sts she will not provide cust with rental veh.

\*\*\* NOTES 06/28/2007 10:15:39 AM MJones

Caller c/b to speak w/ CM regarding case. CM not avail at time of call. NCR apol & adv cllr that CM will return call w/in 1 bus day. Cllr thanked ncr.

\*\*\* NOTES 06/28/2007 11:20:24 AM PTimberlake

++INCOMING CUST CALL++ cust sts he does NOT want region to inspect his veh. sts he is NOT looking for Toyota to pay for the damage to his veh. sts he isn't 100% sure the vehicle caused the accident and it could have been driver error. sts his wife and father have driven the veh and veh has NEVER surged on them. sts the veh surging 3 different times has ONLY happened to him and feels he might be causing the veh to surge.

\*\*\* CASE CLOSE 06/28/2007 11:21:07 AM PTimberlake

ncr offered FCRP inspection but cust refused. ncr closing case

\*\*\* SUBCASE 200706271300-1 CLOSED 06/28/2007 11:21:17 AM PTimberlake

close

5

\*\*\* PHONE LOG 04/26/2007 03:49:03 PM TBurton

Caller states while driving veh, engine will sputter. Cust states also, while driving veh today, cust accelerated and veh would not stop. Cust had to put veh in park to stop veh and veh's engine continued to race. Veh is currently at dlrship. Cust seeks to find if any issues regarding these 2 veh incidents. NCR adv cust accessed km and did not locate any info on veh having this concern. NCR adv will frwd to CRM for review and contact w/in 3 b/d.

\*\*\* CASE CLOSE 04/30/2007 03:02:28 PM DLR04250

CUSTOMER BROUGHT VEH BACK AND TEST DROVE WITH TECH AND STATES VEH IS DRIVING BETTER.

6

\*\*\* PHONE LOG 01/25/2007 07:37:53 AM EHellmer

Caller states: had sudden acceleration when veh was stopped and he was pushed into oncoming traffic but was not involved in an accident. dlr adv no error codes were found. feels there is something wrong with the veh & he is afraid to drive the veh. he had both feet on the brake & veh would not stop accelerating. since veh was purch the veh has lurched forward about 12x but has never accelerated as rapidly as it did yesterday. his foot was not near the gas pedal. ...

\*\*\* NOTES 01/25/2007 07:37:56 AM EHellmer

... would like toy to guarantee that veh is safe to drive. he will not drive the veh until he feels safe driving the veh. ncr apol and adv case manager will follow up within 1 bus day. ncr provided case # & updated cpa.

\*\*\* SUBCASE 200701250133-1 CREATED 01/25/2007 12:25:11 PM NRedd

\*\*\* PHONE LOG 01/26/2007 08:28:45 AM NRedd Action Type: Outgoing call  
OUTGOING CALL TO DLR

Dlr SM Joseph Fiore advised veh at dlr, RO#151915, 2993 miles, dlr sts first time veh returned to dlr since purch, sts dlr had no knowledge of customers lunging concern. Dlr kept vehicle 1 day to drive, provided customer w/loaner vehicle. Dlr sts cust advised dlr customer had to stand on gas pedal w/both feet to stop vehicle. Dlr sts customer came in w/printed information off websites w/cncrns of vehicle lunging. Dlr SM Joe adv drove veh last night & back to dlr sts round trip est is 100 miles. Dlr sts brought dlr tech, sales rep, service writer and customer to meet and advised all the process of what dlr did to inspect, what dlr was looking for, veh working correctly. Dlr sts took 30 minutes w/customer. Dlr sts cust than made comment he knew dealer would not find anything. Dlr adv customer has large shoe size, possibly foot pedal on vehicle. dlr adv veh operating as designed

\*\*\* PHONE LOG 01/26/2007 09:12:44 AM NRedd Action Type: Outgoing call  
ARB

OUTGOING CALL TO CUSTOMER

Caller sts every once in awhile when veh came to stop, veh would kick up a little bit, but felt normal. Caller sts concern began when vehicle was at a complete stop exiting from a parking lot turning east onto Rt 136 & while waiting for traffic to clear for no reason veh accelerated viciously & started out going straight onto the east bound lane, sts an oncoming veh swerved to miss custs veh, caller sts put both feet on brake pedal, sts placed gear into neutral, heard engine immediately dropped down and veh drove like normal. Caller sts called dlr as soon as he got home, sts took veh to dlr next day. Caller sts afraid to drive vehicle. Caller sts searched internet and filed complaint report w/NHTSA for acceleration concern. Caller sts knew dlr would not find anything as cust sts been reading the internet with all the concerns. Caller sts will not drive his vehicle...

...ncr apol & adv dlr has educated customer on all the steps they took in diagnostic and test driving, Dlr advised customer veh had no stored error codes, no mil lights on. ncr advised dlrs cannot return a vehicle to any customer if dlr feels veh is unsafe or inoperable to drive, advised once dlr determines no repairs cust will need to return loaner vehicle and pickup own vehicle...

....caller sts does not want vehicle, ncr adv cust of owners warranty rights notification book, adv of Arb process, advised will submit request for arb ppwk, 7-10 business days to receive.

\*\*\* SUBCASE 200701250133-1 CLOSED 01/26/2007 09:13:39 AM NRedd  
see notes

\*\*\* CASE CLOSE 01/29/2007 06:01:33 AM DSimonsBaker800

Customer wishes to pursue arb, has requested paperwork. DSM advised.

\*\*\* NOTES 01/29/2007 08:46:58 AM ECastaneda

Mailed arb ppwk 01/29/07.

\*\*\* NOTES 01/30/2007 11:04:23 AM RAbola

cust c/b advising that he sold veh and purchased the same veh from dlr. sts that he had to pay an extra \$5000 just to pay for new veh. sts that he would like for TMS to reimburse him this amount. ncr adv cust of our warr policy and that ncr cannot authorize this. cust sts will still pursue Arb. sts would just like for TMS to inspect this veh. ncr adv will document in case and that Reg already has copy of case. cust thanked.

\*\*\* NOTES 01/30/2007 11:09:22 AM RAbola

OUTGOING REG E-MAIL

ncr sent an e-mail to cr analyst (DSimons-Baker) advising that cust already traded his veh in for another model and that cust seeking for TMS to further address concern on his original veh (which he sold).

7

\*\*\* PHONE LOG 05/03/2007 04:53:38 PM AGutierrez

Driver: [REDACTED] (Spouse)

Date of Accident: 5/02/07 6:05 PM

Injuries: none

Speed of Impact: 4-5mph -After Impact: 0mph

Component Failed: @ this time unknown

Brakes applied during impact

Collision: Front-bumper, grill, parking lights

Type of Impact: w/ oncoming veh. Oncoming veh hit in front and side

Airbag: non-deploy

1st accident

Repair: none @ this time

\*\*\* NOTES 05/03/2007 04:53:38 PM AGutierrez

Sts began to brake for oncoming veh while leaving parking lot, veh accelerated uncontrollably while braking.

Collided w/ oncoming veh. Sts feels may be throttle cable or computer, has not been determined & this time.

\*\*\* NOTES 05/03/2007 04:58:06 PM AGutierrez

Sks compensation w/ rpr. Ncr apol, adv CM w/ f/u w/ c/b in 1 b/d to further discuss. Clr thanked.

\*\*\* SUBCASE 200705031227-1 CREATED 05/04/2007 10:13:03 AM RVrachan

\*\*\* NOTES 05/04/2007 10:15:11 AM RVrachan

OUTGOING CUST CALL: ncr left cust v/m w/request for c/b, adv am following up on her call to Toy HQ, left 800# & x 73024.

\*\*\* NOTES 05/04/2007 12:24:09 PM RVrachan

===FCRP===

Date & Time of accident: 05/02/2007 06:05:00 PM

Location: Intersection of Markham & Rodney Parham in Little Rock, AR

Road conditions: Slightly wet

TOY-RQ-00023747

Little Rock PD and Little Rock Fire Department both came to scene of accident

Farmers Group

Adj: Joel Buckholt 501-227-7227

Policy: [REDACTED]

Claim: [REDACTED]

Liability claims rep: Greg Sparks: 501-217-3126

[REDACTED] little rock, AR [REDACTED] (in customer's driveway)

Customer sts had an...

\*\*\* NOTES 05/04/2007 12:26:03 PM RVrachan

...estimated at about \$1900. Cllr sts the way the pedals are positioned if the veh didn't surge on it's own thinks that the Gas Pedal & Brake Pedal are so close together you can put your foot on both at the same time & he may have been pushing both, he just knows that veh surged out of control & couldn't stop it with the brake.

LEGAL REQUESTS FIELD CONTACT REPORT WITH MANY EXTERIOR AND INTERIOR PHOTOS

\*\*\* SUBCASE 200705031227-1 CLOSED 05/07/2007 01:00:13 PM RVrachan

Subcase Closed

\*\*\* CASE CLOSE 05/21/2007 02:47:56 PM CMcWilliams600

GST SPOKE TO CUSTOMER AND MADE ARRANGEMENTS TO HAVE FTS INSPECT VEHICLE FOR UNINTENDED ACCELERATION. FTS INSPECTED VEHICLE ON 5/16/07 AT LANDERS TOYOTA AND PERFORMED THOROUGH INSPECTION. UNABLE TO FIND ANY MANUFACTURING DEFECTS THAT WOULD HAVE CAUSED THE VEHICLE TO ACCELERATING ON ITS OWN. BRAKE FLUID LEVEL WAS FULL. BRAKE PEDAL HAD A NORMAL FEEL AND DIDNT FAIL WHEN STEADY PRESSURE APPLIED. THE BRAKES FUNCTIONED CORRECTLY AND HELD ENTIRE VEHICLE WHEN ACCELERATOR PEDAL WAS DEPRESSED. TIRES WERE IN GOOD SHAPE. VEHICLE WAS EQUIPPED WITH AFTERMARKET FLOOR MATS THAT WERE INSTALLED ON TOP OF REGULAR MATS. THE AFTERMARKET MATS WERE NOT ATTACHED WITH THE FLOOR CLIPS THAT HOLD MATS FROM SLIDING FORWARD. ACCELERATOR PEDAL DID NOT BIND OR CONTACT ANYTHING WHEN DEPRESSED AND WHEN IT WAS RELEASED WOULD TURN TO ITS ORIGINAL POSITION. THE STEERING WHEEL TURNED FROM LEFT TO RIGHT WITHOUT ANY BINDINGS. OR TIGHT SPOTS.

8

\*\*\* PHONE LOG 01/17/2007 07:21:04 AM MWinston

Caller states 2007 Tacoma. Sts when was attempting to accelerate the pedal hit the floor causing the vehicle to fish tail. Sts finally when braked vehicle it went into a ditch. Sts when restarted the vehicle and press the gas pedal to accelerate notice that the RPM became very high. Sts feels something could be wrong with vehicle. Caller seeks to have vehicle looked at to insure safety. NCR apol & adv caller will open to CRM for f/u in 3 b/days. NCR adv case # for ref.

\*\*\* NOTES 01/17/2007 10:31:36 AM JSpencer

ATF-EMAIL dated 01/16/2007 06:07 PM, RNT#070116-000255

Email sts

"Stuck accelerator !

My 07 Tacoma is 2 weeks old and today driving in heavy traffic, i stepped down on the accelerator and the truck just took off and I nearly ran into several vehicles. I braked as hard as I could and veered on to the shoulder. I had to shut the engine off. I waited a few minutes and then started the truck again the engine raced and I hit the accelerator hard and it bounced back and...

\*\*\* NOTES 01/17/2007 10:31:54 AM JSpencer  
...then worked right."  
end email

\*\*\* SUBCASE 200701170166-1 CREATED 01/17/2007 10:35:46 AM JSpencer  
start ncr response  
"Thank you for contacting Toyota Motor Sales, U.S.A., Inc.  
We apologize for your concerns with the accelerator pedal on your 2007 Tacoma.  
According to our records, you contacted us by telephone this morning regarding your accelerator pedal concerns.  
At that time we contacted the Customer Relations Manager (CRM) at Ehrlich Toyota to follow up with you by end of business Monday, January 22nd to try and diagnose what happened.  
Your email has been documented at our National Headquarters under file #[\\$incidents.c\\$clarifycasenumber](#). If we can be of further assistance, please feel free to contact us <[http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enduser/std\\_adp.php?p\\_faqid=4164](http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enduser/std_adp.php?p_faqid=4164)>.  
Toyota Customer Experience"  
end ncr response

\*\*\* SUBCASE 200701170166-1 CLOSED 01/17/2007 10:35:50 AM JSpencer  
sent

\*\*\* NOTES 01/17/2007 10:36:28 AM JSpencer  
ncr apol for concerns & adv per previous contact, comments doc at toy hq & forwarded to dlr to attempt to diag what happened. ncr adv crm f/u w/ in 3 business days.

\*\*\* DEALER NOTES: 01/17/07 14:58:00  
SPOKE W/CUST TODAY. STATES HAS NOT HAD ACCELERATION PROBLEM SINCE THAT ONE TIME. HE WILL CALL TO SET APPOINTMENT WHEN HE KNOWS WHAT HIS SCHEDULE IS, POSSIBLY JAN. 19 OR JAN. 20.

\*\*\* DEALER NOTES: 01/22/07 15:29:28  
CUST STATED IN PREVIOUS CONTACT 01/17/2007 THAT HE HAD NOT EXPERIENCED ANOTHER ACCELERATION PROBLEM WITH TACOMA & WOULD CALL TO SCHEDULE APPT AS SOON AS WORK SCHEDULE ALLOWED. LEFT VOICE MAIL TODAY TO SEE HOW TACOMA IS PERFORMING, REQUESTED CUST TO CALL ME BACK W/QUESTIONS & SCHEDULE APPT

\*\*\* CASE CLOSE 01/22/2007 03:37:17 PM DLR05064  
F/U TO PHONE CALL ON 1/17/2007 WHEN CUST STATED AT THAT TIME THAT HE HAD NOT HAD ANY FURTHER ACCELERATION PROBLEMS WITH TACOMA SINCE 1ST TIME. PHONE CALL TODAY-LEFT VOICE MAIL ASKING CUST TO CALL ME BACK IF HE HAS HAD ANOTHER ADDT'L PROBLEMS & REMINDED CUST THAT HE STATED HE WOULD CALL TO SET APPT WHEN HIS WORK SCHEDULE FREED UP SOME TIME.

\*\*\* DEALER NOTES: 01/24/07 09:02:32



CUST HAS SCHEDULED APPOINTMENT FOR THURSDAY, 01/25/2007 @ 9:30 A.M. TO HAVE ACCELERATION ISSUE INSPECTED

\*\*\* DEALER NOTES: 01/26/07 11:15:40

CUST BROUGHT VEH IN FOR INSPECTION RE: ACCELERATION PROBLEM. DISCOVERED CUST HAD ALL WEATHER MATS ON TOP OF TACOMA MATS. TOP MAT CREPT UP UNDER GAS PEDAL CAUSING IT TO STICK. ADVISED CUST TO REMOVE ALL WEATHER MAT ON DRIVER SIDE. TACOMA APPEARS TO BE OPERATING AS DESIGNED PER TECH. F/U 01/29/07 W/CUST

\*\*\* DEALER NOTES: 01/31/07 10:24:27

SPOKE W/CUST TODAY. TACOMA SEEMS TO BE RUNNING OK - HAS NOT HAD ANY MORE INSTANCES OF GAS PEDAL STICKING. REQUESTED CUST TO KEPT ME INFORMED IF ANYTHING CHANGES OR THE ACCELERATION ISSUE RETURNS.

9

\*\*\* PHONE LOG 09/12/2007 02:39:28 PM NReddARBPrevious Case# 200708290589

Clr sts when vehicle is slowing down to brake, engine revs at same time, has occurred approx 10 x since ownership, noticed more at cold start. FTS JSimons inspected veh, no stored error codes found, no DTC codes, data list operating normally, Dlr kept and test drove veh multiple times and FTS test drove vehicle, both found veh operated as designed. clr no longer wants veh & req arb ppwk, ncr adv 7-10 business to receive.

\*\*\* NOTES 09/13/2007 08:48:20 AM ECastaneda

Mailed arb ppwk 09/13/07.

\*\*\* CASE CLOSE 09/14/2007 09:06:30 AM DSimonsBaker800Customer wishes to pursue arb, has requested paperwork. DSPM and FTS advised.

10

\*\*\* PHONE LOG 04/27/2007 11:26:00 AM EStaples1

Caller states: 2 months ago while in Chicago, stopped @ a light, veh surged fwd. Sts 3 wks ago stopped in driveway of gas station, veh surged fwd again. Sts had to turn veh to the right side of road to avoid hitting another veh. Sts 2 dys ago while driving downhill, attempted to slow down, veh surged fwd (up to 80mph), rear tires spinning. Sts veh finally stopped @ 500 yards. Sts dlr unable to dupe cnrn. Sks factory rep to inspect veh. Ncr apol, sent file to dlr, adv>>

\*\*\* NOTES 04/27/2007 11:26:01 AM EStaples1

>>c/b w/in 3 b/d...ref#.

\*\*\* CASE CLOSE 05/08/2007 01:34:02 PM DLR41062

COULD NOT DUPLICATE CUSTOMERS CONCERN.

\*\*\* NOTES 05/14/2007 08:52:23 AM EStaples1

Clr c/b sts no response from dlr. Ncr apol, placed on hold, c/b dlr to verify info provided by Clr.

OUTBOUND:Ncr c/b dlr. Dlr receptionist adv CRM (Amanda) no longer works for dlrship. Ncr left voicemail w/SM requesting SM to c/b Clr. Ncr reopened task & issued "no response" since dlr notes do not indicate dlr f/u w/Clr.

\*\*\* NOTES 05/14/2007 08:54:07 AM EStaples1

Ncr unable to issue "no response", however, left msg w/SM request c/b Clr asap.

\*\*\* CASE CLOSE 05/15/07 14:30:31 rulemgr

COULD NOT DUPLICATE CUSTOMERS CONCERN

\*\*\* NOTES 05/23/2007 03:27:23 PM MDosSantos

Caller sts dlr has looked at veh 2Xs and unable to duplicate, sts was driving veh up an off ramp 5/22/07 and pushed brakes sts veh "took off on him again" sts 3X issue has occurred, sts veh accelerated to aprox 60MPH and took him 50yds to get veh into control, cllr sts afraid to drive veh now, sts spoke to svc manager and sts noone has contacted since the middle of april, sts has not spoken to CRM.per sup Ehellmer ncr created new case and dispatched to CM.

11

\*\*\* PHONE LOG 08/13/2007 09:37:23 AM HFinney

Caller states:

Previous Case: 200705231197

===FCRP===

Phillip Shanks from Farmers Mutual Insurance sts cust has advd when veh brake is depressed the RPM rev and causes veh to surge. Sts cust veh hydroplained while driving on I24 West and sts cust was driving less than 70 mph. Sts has not noticed any abnormal at this point but veh is still under investigation and has not been touched. Sts veh he can be contacted @ Work [REDACTED] or Cell [REDACTED]

\*\*\* NOTES 08/13/2007 09:40:34 AM HFinney

.....Sts cust no longer owns the veh and Farmers Mutual Insurance should be contacted directly on this matter. Sts all responsibilty has been released. NCR advd that case will be forwarded to the region and call back will be made within 3 bus days.

\*\*\* NOTES 08/13/2007 09:44:10 AM HFinney

LEGAL REQUESTS FIELD CONTACT REPORT W/ MANY INTERIOR AND EXTERIOR PHOTOS

\*\*\* PHONE LOG 08/13/2007 12:44:33 PM GGalinari220 Action Type: Outgoing call

LVMM on work phone to c/b in regards to inspection between 8-4 Mon-Fri Ginny. Called cell phone but phone rang over 10 times with no ans.

\*\*\* NOTES 08/14/2007 12:10:43 PM GGalinari220

Cld day phone line is busy.

\*\*\* NOTES 08/16/2007 08:18:11 AM RBond220

attempted to contact customer on day phone, person answers sts no one there by the name of cust. [REDACTED]

\*\*\* NOTES 08/16/2007 08:30:15 AM RBond220

LVMM for Mr. Shanks Ins. Agent

\*\*\* NOTES 08/16/2007 08:57:56 AM RBond220

spoke with Mr. Shanks, he is going to find the nearest dealer to have FTS inspect veh. Presently vehicle is at salvage yard without a lift. FTS may need lift for inspection. Mr. Shanks will c/b with name of dlrshp and I will contact dlrshp to inform veh is being towed to them.

\*\*\* NOTES 08/20/2007 10:16:54 AM RBond220

Spk with Mr. Shanks. He will have the veh at Beaman Toyota for inspection when FTS contacts him with an inspection date. I let Mr. Shanks know 30 days for inspection and another 30 days for report.

\*\*\* NOTES 08/20/2007 10:17:46 AM RBond220  
Sent FCRP request to all FTS

12

\*\*\* PHONE LOG 07/31/2007 11:34:50 AM KKeckeisen

Caller states: Danville Toyota had replaced his trans 3x already for rough shifting concerns. Sts it is so rough the engine revs & tires squeal & his coffee spills out of his cup. Sts dlr has tried reprogramming his computer w/o success. Sts John SM has adv they want to replace trans again. Sts dlr has been more than accommodating, rcvd loaner every time. Sts not happy Toy is replacing trans w/ rebuilt trans, sks a brand new trans to be put in or given new veh.

\*\*\* NOTES 07/31/2007 11:35:53 AM KKeckeisen

PA  
No Prev Cases

\*\*\* SUBCASE 200707310755-1 CREATED 07/31/2007 01:12:01 PM NRedd

\*\*\* PHONE LOG 07/31/2007 01:22:12 PM NRedd Action Type: Outgoing call  
OUTGOING CALL TO DEALER

Dlr Service Johnny, sts does not feel any problem w/transmission, sts dlr originally replaced transmission & new computer, sts rprd for about a day but engine continued to flare up, dlr contacted california tech support and adv to replace w/2nd transmission, sts veh drove fine but noticed occasional flare, sts dlr checked and added transmission fluid, sts cust stating small engine flare, sts thinks it was a little low in fluid levels, sts could not duplicate concern today but will pick up vehicle in the morning to test fluid levels again.

\*\*\* NOTES 07/31/2007 01:48:33 PM NRedd

OUTGOING CALL TO CUSTOMER

ncr called Day# - adv was gone from work, called Alt# & l/m req cust to call back

\*\*\* NOTES 07/31/2007 02:30:11 PM BBarkley

Cust cld to speak with CM. NCR apol and adv cust CM wil c/b EOB 1day.

\*\*\* NOTES 08/01/2007 12:04:52 PM NRedd

OUTGOING CALL TO DEALER

Dlr Service Johnny adv cust was not there at work when he went to get vehicle again, sts will try later

\*\*\* PHONE LOG 08/01/2007 12:25:14 PM NRedd Action Type: Incoming call

OUTGOING CALL TO CUSTOMER

Cllr sts same cncrns w/transmission, sts been cncrn since 1K miles, sts cncrn that used transmission is being used in veh, sts test drove 3 like model vehicles and non-drove like custs veh, sts really happy w/dlr service Johnny & Tech, sts been really good to custs sts cncrn w/longevity of veh, sts after 2nd replacement engine, sts same thing w/engine rev and back tires began to spin, sts returned to dlr and johnny added more fluid, sts so far it has not acted up again but still has great deal of doubt, sts really loves his truck added a number of accessories

- hood scoop, running boards to get into vehicle, window shades, rear matts and TRD seat covers, sts right now willing to work w/toyota

ncr apol & adv cust cnrcns documented, adv cust of factory warranty parameters, adv will have case manager follow-up on monday 8/6/07 to give some time w/vehicle

\*\*\* NOTES 08/01/2007 12:31:29 PM NRedd  
OUTGOING CALL TO DSPM  
ncr left message for dspm to c/b

\*\*\* NOTES 08/01/2007 01:32:45 PM NRedd  
ncr sent fyi email to DSPM, req to know if ok for vsa offer once cust confirms veh rprd

\*\*\* NOTES 08/01/2007 01:33:47 PM NRedd  
INBOUND EMAIL FROM DSPM  
DSPM sent reply email 1:23 pm pst advising ok if ncr would like to make vsa platinum warranty offer

\*\*\* NOTES 08/06/2007 09:29:12 AM CSilao  
+OUTGOING CUST CALL+  
NCR l/m at day#, adv of CEC# & NCR direct extension x73081.

\*\*\* NOTES 08/06/2007 09:30:56 AM CSilao  
+OUTGOING CUST CALL+  
NCR l/m at alt#, adv of CEC# & NCR direct extension x73081.

\*\*\* NOTES 08/06/2007 11:46:06 AM DHenkenius  
cllr c/b sks to spk w/ CSilao, sts tried her ext #73081 & it did not work. NCR apol & adv cllr left a VM for Caley, rep sks to know is there a better time or # for a c/b. cllr sts please have her c/b on cell [REDACTED] anytime. NCR adv cllr will document.

\*\*\* PHONE LOG 08/06/2007 11:56:16 AM CSilao Action Type: Outgoing call  
+OUTGOING CUST CALL+  
Is still having issue w/ noise while veh is in 1st gear. Veh is not slamming into gear. Dlr adv computer is learning the trans & the way he drives. Dlr adv to drive veh for about 300mi & he will go back to dlr. Is extremely satisfied w/ Toy, accepts g/w offer. NCR adv of 1x g/w offer to provide platinum extended warr through Toy XtraCare, coverage is for 7/100, \$0 deductible. NCR adv cust to c/b when he takes veh back to dlr.

\*\*\* NOTES 08/06/2007 02:24:40 PM CSilao  
NCR opened case# 200708061637 for VSA agreement.

\*\*\* SUBCASE 200707310755-1 CLOSED 08/13/2007 06:53:36 AM CSilao

\*\*\* CASE CLOSE 08/13/2007 06:55:14 AM CSilao  
1. SUMMARY: Trans is shifting roughly

2. ACTION TAKEN: Dlr, DSPM
3. RESOLUTION/POSITION: Dlr repl trans & ECM
4. CUSTOMER SATISFIED: Unknown
5. ROOT CAUSE: Recurring Condition; Auto Transmission; Shift Feel

13

\*\*\* PHONE LOG 08/21/2007 07:37:35 AM LLeisy1

RNW#070819-000156:

Email sts, " Dear Toyota Executive Management,

I am writing to share with you my concern with the recent purchase of my Tacoma. I have taken the vehicle into the dealership multiple times to correct the issues that I am experiencing. My first visit to report my finding on July 10, 2007, a mechanic was not available and was asked to come back. My second visit on July 18, 2007, after taking the mechanic on a test drive, the mechanic documented ....

\*\*\* NOTES 08/21/2007 07:37:57 AM LLeisy1

...response is "No problem found at this time". My third visit on July 28, 2007, again test drove with another mechanic, this time no documented notes, however, was given an explanation from the service advisor that this is "Normal" conditons for this vehicle. Listed are the following issues:

Issue #1: The Tacoma is shifting precariously on it own without pressing on the accelerator nor the brakes.

Issue #2: The engine lunges forward while at a stop.

Issue #3: ...

\*\*\* NOTES 08/21/2007 07:38:19 AM LLeisy1

...The engine has a loss of power when coasting.

I have shared my concerns with the dealership, and even test drove with a several mechanics that observed the random shifting of either the engine rpm or transmission shifting. The results that I am receiving from the dealership, is that this is "Normal conditions" of this vehicle is not acceptable. I can assure you that what I am claiming here is NOT NORMAL by any means. I am a 3x Toyota owner. Neither one of my ...

\*\*\* NOTES 08/21/2007 07:39:02 AM LLeisy1

...the engine rpm or transmission shifting. The results that I am receiving from the dealership, is that this is "Normal conditions" of this vehicle is not acceptable. I can assure you that what I am claiming here is NOT NORMAL by any means. I am a 3x Toyota owner. Neither one of my previously owned Forerunners has acted in the way this Tacoma i\has. The shifting is rough and abnormal. The power loss is very concerning. It does not take a professional mechanic to ...

\*\*\* NOTES 08/21/2007 07:39:35 AM LLeisy1

...to experience what I am stating. I urge you to look into this matter and to resolve it expeditiously.

I look forward to your response on how this will be resolved.

Sincerely,

\*\*\* NOTES 08/21/2007 07:43:21 AM LLeisy1

NOTE TO DLR: Please involve DSPM or Serv Manager for further inspection on transmission concerns.

\*\*\* SUBCASE 200708210193-1 CREATED 08/21/2007 07:46:50 AM LLeisy1

NCR email sts, "<as-html>

Thank you for contacting Toyota Motor Sales, U.S.A., Inc.<p>

We apologize for your transmission concern.<p>

Because we are unable to directly inspect your vehicle, we are not in a position to provide a technical diagnosis of the vehicle.<p>

In order to properly assess your concerns, we have contacted the Customer Relations Manager at Toyota Of Walnut Creek to further evaluate your 2007 Tacoma.<p>

Toyota dealership technicians are specialized in the diagnosis and repair of Toyota vehicles. They are provided with extensive training and have access to state-of-the-art equipment to help in the accurate diagnosis of your vehicle. Also, if necessary, we provide additional support to assist Toyota dealership technicians in resolving unusual vehicle concerns.<p>

The Customer Relations Manager will contact you by the end of the business day, Thursday, August 23rd. In the event you do not receive any contact from the dealership by this date, please <a href = 'http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enduser/std\_adp.php?p\_faaid=4164'TARGET=\_BLANK'>contact us</a> with file #&#36;incidents.c&#36;clarifycasenumber.<p>

Toyota Customer Experience  
</as-html>"

\*\*\* SUBCASE 200708210193-1 CLOSED 08/21/2007 07:46:52 AM LLeisy1

\*\*\* DEALER NOTES: 08/21/07 14:45:55  
L/M 8/21/07 @ 2:30PM

\*\*\* CASE CLOSE 08/22/2007 02:09:29 PM DLR04189

I SPOKE TO CUST 8/22 2:30PM HE WANTS TO HAVE AN F.T.S. LOOK AT HIS VEHICLE HE WILL BE ONLY BE ABLE TO COME IN ON TUES. OR THURSD. EITHER AT 7AM OR 6PM. HE NEEDS 3 DAYS ADVANCE NOTICE TO BRING HIS VEH. IN. DSPM J.JACKSON, SERV.MGR AL SPLENDORIO HAVE ALREADY BEEN NOTIFIED, THEY WILL WORK TOGETHER TO SCHEDULE APPT. FOR F.T.S. TO COME OUT TO LOOK AT VEHICLE.

\*\*\* SUBCASE 200708210193-2 CREATED 08/29/2007 11:20:52 AM QHolmes  
RNT#070828-000373  
08/28/2007 07:26 PM

Email states: Dear Toyota Corporate Executives, I received a call from Lynnelle Holden (Customer Relations) from the Walnut Creek Dealership on 8/21/07. We discussed the issues at hand and went over each item of concern. Lynnelle was very professional throughout the investigative period. After documenting my concern, she followed up with a call within the same day to confirm the lead time required for a follow-up appointment with a technician from corporate. I stated my availability with Lynnelle and requested a 3 day notice to arrange my schedule to meet with the corporate technician. As of today 8/28/07 and I have not heard from Lynnelle. Instead, I received an email survey from: Elaine Matsuda Corporate Customer Relations Manager Customer Services Division on 8/27/07. I completed the survey today with much dismay and am waiting for someone to take charge of my mechanical issues. I am very disappointed and concerned with the way Toyota has treated

this situation. If I do not hear from the Corporate Division with a resolution by August 31, 2007, I presume that Toyota is not going to rectify my concerns and leave me no choice other than to report my experience to BBB (Better Business Bureau, 7 On Your Side & to exercise my rights as a consumer. I truly hope that this is not the case. Sincerely, [REDACTED]

=  
ncr states: Thank you for contacting Toyota Motor Sales, U.S.A., Inc. On 8/21/2007, our office contacted Lynell Holden, the Customer Service Manager of Toyota of Walnut Creek on your behalf. We apologize that you have not received a recent phone call from Lynell Holden. Please note: your concerns are being documented at our National Headquarters under file # incidents.c\$clarifycasenumber. For immediate assistance, we recommend you contact Lynell Holden directly for a new update on your case. For further assistance, please contact us at 1-800-331-4331, with file # incidents.c\$clarifycasenumber.

\*\*\* SUBCASE 200708210193-2 CLOSED 08/29/2007 11:20:53 AM QHolmes

\*\*\* CASE CLOSE 08/29/2007 11:21:13 AM QHolmes  
see subcase notes.

\*\*\* NOTES 09/05/2007 12:54:55 PM KWilson

--ATF--

RNT # 070901-000051

Dated & Rcvd: 09/01/2007 07:27 AM

E-mail verbatim "Dear Toyota Executive Management,

Re: National Headquarters under file #200708210193.

Pursuant to your recommendation:

"For immediate assistance, we recommend you contact Lynell Holden directly for a new update on your case."\*

\*\*

I called on 8/30/07 to ask for Lynell Holden. The response I received is that "She was off today". I then decided to drive into the dealership on 8/31/07 ...

\*\*\* NOTES 09/05/2007 12:55:25 PM KWilson

...to ask for Lynell Holden. The response I received is that "She was off today". I then decided to drive into the dealership on 8/31/07 and ask for Lynell again. This time I was informed that she is on L.O.A.. I then ask who is taking responsibility in her place. The response I received was "NO ONE". I find this very precarious as this is consistent with the neglect that I have received since bringing this complaint to this dealership.

I then ask for the manager ...

\*\*\* NOTES 09/05/2007 12:55:35 PM KWilson

...in charge. I was given the name Al Splendoro. He too was gone for the day. At this juncture Toyota gives me no choice other than to exercise my rights as a consumer. I have been very patient in dealing with this dealership and the Customer Relations Department and are fed up. Why am I constantly pursuing Toyota to provide a solution when I consistently receive resistance?

██████████

\*\*\* NOTES 09/05/2007 01:05:34 PM KWilson

Via e-mail ncr responded:

Dear ██████████

Thank you for contacting Toyota Motor Sales, U.S.A., Inc.

We apologize for your dissatisfaction with Toyota of Walnut Creek.

According to the information Toyota of Walnut Creek has provided us, the Service Manager Al Splendorio is currently working with our Field Technical Specialist to schedule an inspection of your 2007 Tacoma. Toyota of Walnut Creek will contact you directly once they have confirmed when a Field ...

\*\*\* NOTES 09/05/2007 01:05:41 PM KWilson

...Technical Specialist will inspect your Tacoma. Please be aware our Field Technical Specialist may have prior commitments, so we appreciate your patience in this matter.

Your email has been documented at our National Headquarters under file #200708210193. If we can be of further assistance, please feel free to contact us <[http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enduser/std\\_adp.php?p\\_faqid=4164](http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enduser/std_adp.php?p_faqid=4164)>.

Toyota Customer Experience

\*\*\* NOTES 09/25/2007 12:51:20 PM QHolmes

RNT#070922-000070

09/22/2007 09:11 AM

Email states: Dear Kym Wilson, It has been over 2 weeks and no one from Toyota has contacted me to rectify my concerns regarding the Tacoma. I have been patient throughout this ordeal and STILL am not getting any resolution from Toyota. Please contact me at ██████████ as to how Toyota wants to resolve this claim.

Regards, ██████████

=

OUTGOING CALL: Ncr spk w/Al Splendorio, Service Manager, who adv would reseach cust conc & f/u.

\*\*\* NOTES 09/25/2007 12:56:09 PM QHolmes

ncr sts: We appreciate the opportunity to address your concerns. We received your email and will research your concerns. Our office will follow up with you by Friday, September 25, 2007. We value you as a customer, and appreciate this opportunity to review your concerns. Your email has been documented at our National Headquarters

\*\*\* NOTES 09/28/2007 10:33:15 AM QHolmes

OUTGOING CALL: ncr called spk w/Al Splendorio, Service Manager, who adv would f/u with cust today via phone.

=

Email states: ██████████ Al Splendorio, the Service Manager at Toyota of Walnut Creek, advised our office you would be contacted today with an update on file # $\$$ incidents.c $\$$ clarifycasenumber. If we can be of further assistance, please feel free to contact us.

14

\*\*\* PHONE LOG 09/11/2007 10:31:16 AM MDuong

Caller states: whenever cust depresses the brakes, they feel spongy and seem to sink into the floor for a bit before brakes are applied. Sts the brakes and the gas pedal are really close together so cust has been able to



depress gas & brake @ the same time, which causes veh to lunge fwd. Fls concern is a safety issue & brought it to the attn of dlr who adv veh is operating as designed. Sts was working w/ CRM Adam Kushner, who adv cust to contact CEC for poss asst.

\*\*\* NOTES 09/11/2007 10:31:16 AM MDuong

NOTE TO CRM: Please consult w/ DSPM to see if any asst/modifications can be made.

\*\*\* CASE CLOSE 09/18/2007 09:50:32 AM DLR02021

DLR CR MGR HAS SPOKE WITH REGION SERVICE MGR, HQ HAS DENIED ANYASSIST BECAUSE VEHICLE IS OPERATING WITHIN VEHICLEW SPECS.

15

\*\*\* PHONE LOG 08/14/2007 05:43:22 AM THarris

Caller states: Concerned w/ the c/c operation. The veh downshifts all the time. Its very annoying, so rarely uses it. The dlr adv nothing can be done. Dont believe thats true. Can use the accelerator w/out downshifts. While engaging the c/c downshifts with the slightest incline.

\*\*\* CASE CLOSE 08/14/2007 05:43:28 AM THarris

NCR apol & adv if dlr adv veh is oper as designed, no assistance can be offered. NCR adv veh will downshift. NCR adv comments docd. Cllr thanked.

16

\*\*\* PHONE LOG 04/03/2007 01:29:22 PM NRaye

ARB

Prev case#200704021505

Cllr sts veh@dlr 3x's for eng idles too high,dlr rplcd computer,dlr contct tech hotline&veh insp by FTS who swapped parts from another veh,water temp sensor,throttle body which didn't fix concern,concern persist.has no confidence in veh any longer&would like another veh just like his.

\*\*\* NOTES 04/03/2007 01:30:03 PM NRaye

++Dlr Info++

CM spk w/Carlos Lopez(svc adv)sts 2/9/07@469mi cust sts eng idles too high,dlr rplcd computer,dlr contct tech hotline&veh insp by FTS who swapped parts from another veh,water temp sensor,throttle body which didn't fix concern, persist. This RO is still open, but cust is driving veh.Carlos sts he spk w/cust yesterday who adv he would need to leave veh there & cust decl b/c veh there for mth,cust doesn't want rprs,wants another veh

\*\*\* NOTES 04/04/2007 08:30:03 AM ECastaneda

Mailed arb ppwk 04/04/07.

\*\*\* DEALER NOTES: 04/06/07 16:36:35

CALLED AND LEFT MESSAGE WITH CUSTOMER

\*\*\* CASE CLOSE 04/24/2007 09:04:56 AM DMartin600

fts unable to remedy concern. cond still exists. reg reviewed w/tms & offered vol repl. cust accepted. repl vin#5TETU22N47Z [REDACTED]

17

\*\*\* SUBCASE 200704301029-1 CREATED 04/30/2007 12:55:47 PM JHahn

EMAIL STS

I would like to know,

that when there are SO MANY websites out there { including statements on DOT sites} telling horror stories on Toyota's new vehicles, everything from the vehicles accelerating on their own, to faulty brakes, air bag issues and even issues about dashlights and headlights not working properly,,, yet 99.99% of what I've read,,, Toyota Corporation says " this is normal" and does nothing about correcting the PROBLEMS!

<http://www.toyota-lemon.com/results%202007.htm>

I actually know someone who owns your "07" Tacoma 4x4, its sitting in his driveway, not being driven and he's stuck making payments on a vehicle that is going to kill someone!! I rode in it one time, I told him he'd be better off torching this truck and walking away from it,,, its a death trap waiting to happen!!!!

Notice I say "PROBLEMS" since you people clearly have issues with more than one problem!!

I have read how honest hard working people have driven your trucks and yes even the new "07" Lexus ES 350 {which experiences the same acceleration problems as does the "07" Tacoma} these peoples lives have been put in jepordy and in some cases, they were lucky enough to have their vehicles totaled and their lives spared!!!! Since the engines are basically the same, yes it would stand to reason they would have the same issues!!!

What I really want to know is,,,

does someone actually HAVE TO DIE before a company as large as Toyota will admit they have a REAL PROBLEM on their hands??

Or will it be left to the millions of people out there who are slowly but surely building websites, and telling the world about their "real life" horror stories while driving your vehicles and their "near-death" experiences???????

<http://www.toyota-lemon.com/results%20es350.htm>

Why would a company such as Toyota, even want to "lie" to the public,

{muchless to themselves} and say something like a vehicle taking off on it's own is "normal"??? Every driver in the world, knows it is not "normal" for a vehicle to just "take off" on its own, unless it is remote controled!!!!

Or broken!!!!

What happened to Toyota???

Once, a leader in safe, well built vehicles, has now become a first class high rate death trap with a very large price tag!!!

How do you all sleep at night knowing these vehicles are going to kill someone?

The way I see it, as a consumer,,, IT IS ONLY A MATTER OF TIME BEFORE IT HAPPENS!!!!!! And then what will you say to the family members that might survive??? "Oh we're sorry"!!!!

Let's hope its not one of YOUR family members driving YOUR vehicle!!!

I know from now on, after everything I've read and experienced first hand,,, when I see ANY Toyota coming in my direction,,, I'll be sure to give that driver PLENTY of room, just incase his "THROTTLE sticks", I surely don't want to die nor loose my son, just because Toyota, was sleeping on the job!!!!

WHY NOT JUST FIX THE PROBLEM,,, and CONTINUE TO SAVE LIVES?????????

INSTEAD OF RISKING THEM????!?!?!??

<http://www.customtacos.com/forum/showthread.php?t=88560>

<http://www.toyota-lemon.com/>

<http://www.toyota-lemon.com/results%202007.htm>

<http://www.toyota-lemon.com/results%20es350.htm>

EMAIL RESPONSE

Thank you for contacting Toyota Motor Sales, U.S.A., Inc. <P>

We are sorry to hear of your dissatisfaction. <P>

We have documented your comments at our National Headquarters under file #[\\$incidents.c\\$clarifycasenumber](#), where they remain available for review to the appropriate departments. It is through feedback such as yours we are able to monitor and improve upon the quality of our products and services. <P>

If your friend is having concerns with his/her Tacoma, we recommend that your friend contact us for further assistance. <p>

If we can be of further assistance, please feel free to <a href = ' [http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enduser/std\\_adp.php?p\\_faqid=4164](http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enduser/std_adp.php?p_faqid=4164)'TARGET=\_BLANK >contact us</a>. Your email has been documented at our National Headquarters under file #[\\$incidents.c\\$clarifycasenumber](#).<p>

\*\*\* SUBCASE 200704301029-1 CLOSED 04/30/2007 12:55:49 PM JHahn

\*\*\* PHONE LOG 04/30/2007 12:56:04 PM JHahn  
RNT# 070428-000166  
SEE SUBCASE

\*\*\* CASE CLOSE 04/30/2007 12:56:15 PM JHahn  
see subcase

\*\*\* SUBCASE 200704301029-2 CREATED 05/01/2007 11:07:08 AM JHahn  
ATF EMAIL DATED 04/30/2007 01:58 PM  
RNT# 070428-000166  
EMAIL STS

Per my last e-mail to you,, bellow are a few comments by REAL LIFE people,, and these are just a few of the things their talking about, when it comes to Toyota and this ongoing problem your vehicles are having. Maybe this will give you something to think about????

1. I find it somewhat out of character for Toyota not to recall this already. Many anti-foreign people like to rag on Toyota because of their numerous recent recalls, but most of Toyota's recalls are within 2-3 years of the production date of the vehicle and are voluntary. A lot of recalls that are done by domestic automakers are government mandated like those of the heat element in heated seats catching on fire, spark plugs shooting out of the engine of F-150's, etc.

2. I'm sorry I just found this funny. Ford really had an issue of spark-plug bullets being fired off under the hood? And this is why we buy Toyota. I agree with you about being out of character for Toyota. For that not to be true either I am imagining the whole thing or Toyota corporate has not been relayed the information from the repairing dealers correctly

3. I AGREE ,TOYOTA IS JUST LIKE ANY OTHER CORPORATION  
IT WILL ALWAYS TRY TO SUPRESS ANY LIABILITY. UNLESS

COURT CASES BUILD UP , AND DOT OFFICIALS ARE ON THERE  
ASS , THEY WILL NOT ADMIT TO ANY THING WRONG PERIOD  
IT SUCKS , BUT THERE ARE MILLIONS OF SUE HAPPY PEOPLE  
WHO MAKE THE WORLD WHAT IT IS TODAY

EMAIL RESPONSE

Thank you for contacting Toyota Motor Sales, U.S.A., Inc.<p>

Your additional comments are appreciated. Your email has been documented at our National Headquarters under file #[\\$incidents.c\\$clarifycasenumber](#). If we can be of further assistance, please feel free to <a href='http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enduser/std\_adp.php?p\_faaid=4164'TARGET=\_BLANK'>contact us</a>.<p>

Toyota Customer Experience

\*\*\* SUBCASE 200704301029-2 CLOSED 05/01/2007 11:07:10 AM JHahn

\*\*\* CASE CLOSE 05/01/2007 11:07:22 AM JHahn  
see subcase for closing

18

\*\*\* PHONE LOG 05/17/2007 02:08:21 PM TWhite  
Caller states: the accelerator got stuck on veh,sts he hit back brakes & wheels where spinning.Sts dlr adv issue can't be duplicated.Sts he will be stuck with a veh that he is afraid to drive.Sts dlr adv there is a sensor that accelerates the veh.Sts asked dlr to replace sensor,dlr adv sensor can't be replaced if it is not malfunction.Sts no repairs have been done to veh.Cllr sks to know what his options are.Ncr apol & adv cust has option of taking veh to another dlr

\*\*\* CASE CLOSE 05/17/2007 02:09:12 PM TWhite  
Ncr adv concerns have been doc & case # given.

\*\*\* NOTES 05/17/2007 02:09:16 PM TWhite  
for 2nd opinion.Ncr adv concerns have been doc & case # given.

19

\*\*\* PHONE LOG 07/18/2007 03:45:08 PM LCarrillo  
Caller states: veh has been revving up & almost redlines. sts concern is intermittent. sts took it in to dlr who adv veh operating normally. sts is concerned about safety. sts rep from Toy was supposed to come to dlr to inspect veh. sts dlr contacted Toy tech assistance. ( case #TA071800329). sts dlr has not followed up with cust on status. ncr apo l& adv case open to dlr CRM for review. cust agreed. sts happy with dlr but does not feel safe in veh...

\*\*\* NOTES 07/18/2007 03:45:09 PM LCarrillo

...sts night want veh replaced. ncr educated cust on ARB/LL. cust adv will work with dlr CRM first & f/u with CEC if need be.

- cust sks perm rpr of veh concerns
- ncr apol &adv case#, CRM, 3 b/d.

\*\*\* CASE CLOSE 07/20/2007 03:16:06 PM DLR04456

ASM- SIMO CALLED CUST AND REITERATED THAT THERE IS NO PROBLEM FOUND. SIMO STATED THAT WOULD PERSONALLY CALL CUSTOMER WHEN HE KNOWS WHEN THE DSPM WILL BE AT TEC. SIMO STATES THAT HE HAS NOT FOUND A PROBLEM AND THERE WILL NOT BE ANY ACTION TAKE UNLESS DSPM SAYS TO. DSPM HAS NOT ESTABLISHED DATE AS OF NOW, OF WHEN HE WILL BE AT TEC.

\*\*\* NOTES 07/24/2007 10:45:47 AM MMcMillian

Cust cld and requested to speak with the first NCR he spoke to. NCR adv cust that dlr sts they can't dupe his concern and that he would need to wait for DSPM. NCR screen shot first rep to request a c/b. Cust would not speak with me about his case. NCR screen shot LCarrillo.

\*\*\* NOTES 08/07/2007 04:43:38 PM NJett

Cust c/b & adv DSPM adv there is nothing on the matter that can be done. Cust sts this is a serious concern that can result in an accident & serious legal troubles. Cust sts he would like to have the veh exchanged or his money back. NCR apol & adv per S Gardner that the next step would be lemon law or arb. NCR educated cust on the processes & cust sts does not feel confident in them. Cust sts would like to speak to a sup on the matter. NCR contacted S Gardner who adv

\*\*\* NOTES 08/07/2007 04:43:39 PM NJett

will c/b cust by eob 8/7 & speak to him on the matter. Cust adv NCR he will be in an out in the day but leave a message & cust will be able to c/b. NCR adv cust S Gardner will be in the office until 6 PM PST. Cust thanked & disconnected.

\*\*\* NOTES 08/07/2007 06:23:57 PM SGardner

SUP C/B: sts on 4 occasions veh has sped up for no apparent reason. sts usually happens between 65 and 70 mph. sts the brakes dont seem to help stop veh so turned off motor each time. sts one time it happened while doing city driving. dlr adv cant duplicate concern. dspm unable to duplicate. sup offered ar or lemon law. cust declined but may pursue other avenues outside of toy. sup adv toy will not buy back veh at this time. sup concurs w/dspm.

20

\*\*\* PHONE LOG 04/30/2007 10:54:11 AM CMendoza

===PRODUCT LIABILITY===

TOY-RQ-00023762

Caller states: Owns 07 Tacoma. Sts veh accelerated when brakes applied. Sts similiar occurence thurs 4/26/07. Sts beleived he beleived he pressed the gas then. Was not sure. Sts was in shopping center 4/28/07. Sts veh accelerated when brakes were applied. Sts was cause of accident. NCR apol & adv will doc concerns. Adv cllr CM will be assiged to case adv of 1 b/d c/b timeframe. Cllr adv of case #.

\*\*\* NOTES 04/30/2007 11:04:21 AM CMendoza

? RO: [REDACTED]  
? Accident occurred: 4/28/07  
? Veh Loc: Bill Right TOY  
? Repairs? Sts no repairs begun  
? Cllr Seeks: Replacement veh or Rental Veh/Guarantee incident will not occur/ Accident repairs covered /3rd party veh damage covered  
? Occupants: [REDACTED]  
? Specific Injury: Sts no injury  
? Wearing Seatbelt? Sts Yes  
? Veh Speed at time of accident? Sts under 5mph  
? Able to apply brakes? Sts Yes pressed brakes, veh accelerated

\*\*\* NOTES 04/30/2007 11:04:35 AM CMendoza

? What failed? Sts brakes system or accelerator  
? Type of collision? Frontal  
? Type of impact? Other veh (Honda Civic) about 5 to 10 yrs old.  
? Specific Damage to Own Veh? Sts minor bumper damage  
? Thrid party Veh damage? Sts HONDA veh bumper completely dented in & buckled hood. Veh was drivable  
? Airbags: Sts did not deploy  
? Airbag light on/off? Sts does not remember if a/b light were on  
? Previous accidents? Sts No prev accidents  
? Fire? Sts No fire

\*\*\* SUBCASE 200704300812-1 CREATED 05/01/2007 07:04:16 AM LGarlitos

\*\*\* NOTES 05/01/2007 10:21:26 AM KNg1

Cllr sts expecting to have been called by now. NCR apol & adv cllr rep handling his case is not avail at the moment & to expect c/b by cob.

\*\*\* PHONE LOG 05/01/2007 12:27:05 PM LGarlitos Action Type: Outgoing call  
OUTGOING CALL TO DLR:

NCR clld Bill Wright Toyota (661-398-8697), spoke to Sal (svc) who adv Brandon McGuire is the customer's svc advisor. Sal adv veh is there & has not been touched at this time.

\*\*\* NOTES 05/01/2007 03:01:56 PM TBishop

Cust cldd back sks to spk w/ LGarlitos. Ncr apol & adv rep is unavail at this time, but will fwd a msg for a phn call return. Clr thanked.

\*\*\* PHONE LOG 05/01/2007 03:02:24 PM LGarlitos Action Type: Outgoing call  
OUTGOING CALL TO CUST:

NCR cldd [REDACTED] & line went dead after phone stopped ringing. NCR cldd again, adv w/ toy assisting w/ case. Adv case#, contact info, avail hours & req c/b.

NCR cldd [REDACTED] phone rang, then stopped, rang again then beeped. NCR attempted to l/m adv w/ toy. Adv case#, contact info, avail hours & req c/b. NCR cldd 2x & attempted to leave a continuous message b/c got cut off the first time.

\*\*\* NOTES 05/01/2007 03:07:52 PM DLipscomb

Caller c/b sts would like to know status of case. NCR apol & adv prev rep LGarlitos is not currently available but would have prev rep f/u w/cust within 1 bus day. Clr thanked

\*\*\* PHONE LOG 05/02/2007 03:57:01 PM LGarlitos Action Type: Outgoing call  
OUTGOING CALL TO CUST:

NCR cldd [REDACTED] (cell), spoke to cust & adv toy case mgr assisting w/ case.

===FCRP===

Sts driving on 4/28/07 about 10A. sts pulled into a strip mall (the Market Place on Ming Ave, Bakersfield CA) & was pulling into a parking spot at less than 5 mph. Sts pressed brakes & veh accelerated. Sts went over cement stop & cust front bumper came down on veh in other stall about 6 ft away. Sts cust bumper landed on top of other veh bumper. Sts fls brakes was cause of accident. Sts other veh 2006 honda accord. Sts underside of bumper has minimal damage. Sts other veh hood was buckled but driveable. No prev accidents, only pass, wearing seatbelt.

Sts State Farm Insurance (888-663-1003); Juanita on Team 4; claim # [REDACTED] Sts other veh insurance info: 21st century claim # [REDACTED]; contact Brian (818-719-5097). NCR adv cust to submit claim(s) & supporting ppwk to TMS Claims Department.

Sts rented a veh. Sts spoke to insurance who adv file claim to get it started. NCR adv rental given if warr rpr takes more than 1 b/d. sts dlr adv needs to speak to Toy re rental. NCR adv dlr needs to determine if rpr is warr & if so, how long it will take. NCR adv toy relies on dlr to determine if rpr is warrantable.

Sts will contact attorney. Sts wants 1) Rental Veh 2) Guarantee incident will not occur 3) Accident repairs covered 4) 3rd party veh damage covered 5) Replacement veh. NCR adv of ARB details then cust sts wants veh inspect b/c fls something wrong w/ veh. NCR adv sending case to region & will receive response w/in 3 b/d, inspection w/in 30 days & results w/in 30 days from inspect (total 60 days).

LEGAL REQUESTS FIELD CONTACT REPORT W/ MANY INTERIOR AND EXTERIOR PHOTOS

\*\*\* NOTES 05/03/2007 10:40:59 AM CSimard110

RCR forwarded case to FTS J. Addison

\*\*\* DEALER NOTES: 05/03/07 11:28:17

SPOKE WITH CUSTOMER, CUST. ADVISED ME HE HAS BEEN DEALING WITH ANY P. REGARDING HIS CONCERN. I WILL SPEAK WITH ANDY REGARDING ISSUE.

\*\*\* DEALER NOTES: 05/09/07 08:30:09

BWT WOUND CUSTOMER OUT OF VEHICLE. JOSH OUR FIELD SPECIALIST TOOK PICTURES OF THE VEHICLE AND TOOK THE VEHICLE TO CEC FOR INSPECTION. WILL CONTACT CUSTOMER WITHIN 30 DAYS.

\*\*\* NOTES 05/11/2007 03:56:17 PM JAddison110

Vehicle was inspected by FTS J. Addison on 5/8/2007. FCRP completed on 5/11/2007 and forwarded to regional office for processing. Customer is expecting a response from legal within 30 days from 5/8/2007.

\*\*\* NOTES 05/14/2007 02:08:22 PM RSotelo

Caller c/b sts would like to know status of case. NCR apol & adv prev rep LGarlitos is not currently available but would have prev rep f/u w/cust within 1 bus day. Cllr thanked

\*\*\* PHONE LOG 05/14/2007 03:10:25 PM LGarlitos Action Type: Outgoing call  
OUTGOING CALL TO CUST:

NCR cld [REDACTED] (cell), adv inspect done on 5/8/07 & should receive response w/in 30 days from inspect.

\*\*\* CASE CLOSE 05/16/2007 09:32:07 AM MSweeter110

Forwarded case to TMS Legal C. Hargrave.

\*\*\* SUBCASE 200704300812-1 CLOSED 05/22/2007 03:20:08 PM LGarlitos

\*\*\* NOTES 06/14/2007 02:22:46 PM AVaron

Danielle from state farm wants a call back reg custs veh, 866-516-6563 xt 5238. claim # [REDACTED] NCR apolg. NCR adv state farm agent would rec. call back by close of next buss. day.

\*\*\* NOTES 06/28/2007 10:26:23 AM KMyers

Cust cld in req to spk w/CM, Not avail, NCR apol to cust and advd CM will c/b w/in 1 bus day. Cust upset as clms has cld and left two messages w/no c/b. Again NCR apol to cust and advd will have CM c/b. Satisfied.

\*\*\* NOTES 06/28/2007 10:30:38 AM KMyers

Danielle from State Farm wants a c/b from CM re: custs veh, CM pls call 866-516-6563 xt 5238. re: claim # [REDACTED] NCR apol to Danielle and advd CM will c/b w/in 1 bus day, she clms has been told this before with no c/b. NCR apol again and advd will have CM c/b ASAP. Understood.

\*\*\* NOTES 06/28/2007 10:41:45 AM LGarlitos



NCR cldd 866-516-6563 xt 5238, spoke to Danielle re claim # [REDACTED] Sts trying to get doc for inspect. NCR adv results get sent to cust. Sts cust never rcvd results & poss going through subrogation. NCR adv will check w/ Legal for update. Sts wants to know if can speak directly to Legal, NCR adv no. Adv will c/b w/ update.

\*\*\* NOTES 06/28/2007 10:42:09 AM LGarlitos

NCR cldd Chargrave, adv per insurance that cust hasn't rcvd results yet. NCR confirmed that results only sent to cust. CHargrave adv ltr to be sent out today.

\*\*\* NOTES 06/28/2007 10:44:13 AM LGarlitos

NCR cldd 866-516-6563 ext 5238, spoke to Danielle re claim # [REDACTED] Adv per CHargrave that ltr being sent to cust today.

\*\*\* NOTES 07/17/2007 11:23:23 AM LMartinez

NCR apol & adv Danielle with state farm insurance that CM was not avail, requesting c/b at 866-516-6563 ext 5238

\*\*\* NOTES 07/19/2007 01:22:50 PM LGarlitos

NCR cldd State farm, spoke to Danielle who sts Toy gave cust new veh. Wants to know if any rprs done on veh, if so what was the rpr estimate. NCR adv would have to research.

\*\*\* NOTES 07/19/2007 01:23:37 PM LGarlitos

NCR spoke to CHargrave who adv claim for veh denied. Adv did not find any issue during inspection.

\*\*\* NOTES 07/19/2007 01:48:53 PM LGarlitos

NCR l/m w/ SM Elias Munoz, adv w/ Toy HQ & req c/b at direct line. NCR to inq if any rprs done.

\*\*\* NOTES 07/19/2007 02:18:03 PM LGarlitos

Clr Elias Munoz (SM) c/b. Adv FTS adv nothing wrong with veh & cust traded out of veh.

\*\*\* NOTES 07/30/2007 01:50:57 PM AVaron

Cust sts would like a call back. NCR apolg. NCR adv cust would rec. call back by close of next buss. day.

\*\*\* NOTES 08/01/2007 01:16:09 PM NBird

OUTGOING CALL TO CUST

Cust sts traded out of veh and hopes that dlr does not resell veh to someone else. Fls that veh would be unsafe for someone else to purchase.

21

\*\*\* PHONE LOG 01/10/2007 08:04:59 AM ABaker2

Caller states: has concerns with the engine idle control module. cust sts the dlr adv this concerns is normal and seeks to have concern doc. cust sts has concerns with the shfitng of the gears slipping automatically . cust seeks to have concerns doc

\*\*\* CASE CLOSE 01/10/2007 08:05:14 AM ABaker2

ncr apol & adv cust his concerns have been doc. ncr adv cust case#

\*\*\* NOTES 03/09/2007 10:48:27 AM EStaples1

Clr c/b sts very unhappy w/veh lurching fwd while in a stop/go traffic. Sts has 12 friends w/identical veh & same cnrns. Sts veh taken to dlr after purch re lurching fwd. Sts test drove like veh, veh performance exactly the same. Sts dlr adv veh operating as designed. Ncr apol & adv unable to assist since dlr adv veh operating as designed. Ncr suggested Clr to review owner/warr rights notification booklet if he's unhappy w/performance. Ncr offered to check TSB..Clr>>

\*\*\* NOTES 03/09/2007 10:50:51 AM EStaples1

>>declined & adv he's already reviewed...no TSB addressing his cnrns. Ncr adv doc comments.

22

\*\*\* PHONE LOG 06/01/2007 02:14:58 PM AFriedberg

Caller states: accelerator is broken & car will not travel faster than 25mph's. Cllr sts veh has been at dlr for 18 dys. & dlr cannot find problem. Cllr sts is working Gburres who has been helpful & cannot find problem. Cllr sts veh is only getting 3 volts to the system instead of 5 volts. NCR apol & advd cllr to expect a c/b in 1 bus dy

\*\*\* SUBCASE 200706011196-1 CREATED 06/04/2007 09:36:17 AM RVrachan

\*\*\* NOTES 06/04/2007 02:26:32 PM RVrachan

OUTGOING DLR CALL: ncr talked w/Aaron, svc mgr. sts RO#: 375-160 still open: Master Tech involved & has an open Tech case, dlr put between 3-400 miles on veh trying to duplicate. No codes or check eng lights, no history stored that veh has ran poorly. ASM drove veh home this weekend & put aprox 150 miles on veh & ran great. Going totalk to DSPM today.

\*\*\* NOTES 06/04/2007 02:30:24 PM RVrachan

OUTGOING CUST CALL: ncr c/b cust, he sts veh had this prob 2X where he could not get veh to go over 25 MPH. ncr adv dlr working w/Tech hotline plus have a master tech involved. ncr adv will check w/him tomorrow.

\*\*\* NOTES 06/05/2007 12:25:02 PM RVrachan

OUTGOING DLR CALL: Ncr c/b Aaron seeking results of DSPM visit. left v/m w/request for c/b.

\*\*\* NOTES 06/05/2007 01:32:06 PM RVrachan

INCOMING DLR CALL: Svc mgr/Aaron c/b to update ncr. Sts when veh was brought in dlr pulled 5 codes, they were all different codes, dlr replaced EDU, cleared codes and test drove veh for 342 miles w/no additional problems. Sts was working w/Tech & DSPM & are at a loss at why codes came up, dlr hoping veh is repaired.

\*\*\* NOTES 06/12/2007 12:44:57 PM RVrachan

OUTGOING CUST CALL: Ncr c/b cust to see if everything ok. Cust sts repair is completed cust not happy about the process & the time it took dlr to identify & repair. Cust sts also wants to document that Toyota should put an outlet in their trucks that doesn't turn off when veh isn't running. Cust also wants to add that he feels Toyota is waisting allot of money on teh Hybrid vehicle, sts there is no way to re-cycle the hybrid batteries & they will ruin the environment.

\*\*\* CASE CLOSE 06/12/2007 12:48:14 PM RVrachan

SUMMARY: Customer complained that the vehicle 2X would not go over 25MPH.

ACTION TAKEN: Dealer/DSPM/FTS

RESOLUTION/POSITION: The dealer replaced the ECU & test drove for over 300 miles to make sure the vehicle was repaired.

CUSTOMER SATISFIED: Yes

ROOT CAUSE: ECU

\*\*\* SUBCASE 200706011196-1 CLOSED 06/12/2007 12:49:52 PM RVrachan

Subcase Closed.

23

\*\*\* PHONE LOG 02/27/2007 10:00:57 AM JSpencer

RNT#070227-000118

Email sts

"The brake and gas pedal are located so it is too easy to get your foot on both at the same time and placement seems to invite this problem. Instead of stopping you continue. this is a SAFETY issue that should be addressed by your erg. group for future models.

The owners manual tells me that it takes much more oil in the crankcase than it actually does and it also has the viscosity is reversed in one diagram.

Also does Toyota really mean...

\*\*\* NOTES 02/27/2007 10:01:07 AM JSpencer

...that a 4 cyl automatic Tacoma can pull 6500 lbs with a towing package?????"

end email

\*\*\* SUBCASE 200702270611-1 CREATED 02/27/2007 10:20:01 AM JSpencer

start ncr response

"Thank you for contacting Toyota Motor Sales, U.S.A., Inc.

We apologize for your concerns with the design and operation of the brake and gas pedals on your 2007 Tacoma as well information in the owner's manual regarding the engine oil capacity, viscosity recommendations and tow rating.

The 2007 Tacoma owner's manual states the engine oil capacity for the 2.7 liter 4-cylinder engine (2TR-FE) equipped on your Tacoma is 6.1 liters with filter and 5.4 with out filter and that Toyota recommends using oil with a viscosity of either 5W-20 or 0W-20. However, SAE 0W-20 is the best choice for good fuel economy and good starting in cold weather. That is the correct information; however, SAE 0W-20 is the best choice for good fuel economy and good starting in cold weather.

The tow package is only available with the 4.0 liter V-6 engine and since your vehicle is the 2.7 liter 4-cylinder the maximum gross trailer weight for your vehicle must not exceed 3,500 pounds.

Your feedback regarding the gas and brake pedal design is appreciated and will be made available for management review. It is through comments such as yours that we are able to review and improve our products and services.

Your email has been documented at our National Headquarters under file #[\\$incidents.c\\$clarifycasenumber](#). If we can be of further assistance, please feel free to contact us <[http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enduser/std\\_adp.php?p\\_faqid=4164](http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enduser/std_adp.php?p_faqid=4164)>.

Toyota Customer Experience"

end ncr response

\*\*\* SUBCASE 200702270611-1 CLOSED 02/27/2007 10:20:04 AM JSpencer  
sent

\*\*\* CASE CLOSE 02/27/2007 10:20:16 AM JSpencer  
see subcase close.

24

\*\*\* PHONE LOG 03/07/2007 09:03:44 AM DHoffman1  
RNT: 070303-000172

EMAIL VERBATIM: I own 5 truck 4x4 toyota overall have been good but this last one is not up to par by anying meanes I hope you will recall all they truck are this will be my last toyta ps they are not safe very weak.

\*\*\* SUBCASE 200703070370-1 CREATED 03/07/2007 09:12:07 AM DHoffman1

EMAIL RESPONSE: <as-html>

Thank you for contacting Toyota Motor Sales, U.S.A., Inc.<p>

We apologize for any concerns you are having with your vehicle. <p>

If you would like to discuss your concerns, please call our office at 800-331-4331 between 5:00 AM and 6:00 PM, M-F, or on Saturdays between 7:00 AM and 4:00 PM. <p>

Your feedback is appreciated. It is through comments such as yours that we are able to review and improve our products and services.<p>

Your email has been documented at our National Headquarters under file #[\\$incidents.c\\$clarifycasenumber](#). If we can be of further assistance, please feel free to [http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enduser/std\\_adp.php?p\\_faqid=4164](http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enduser/std_adp.php?p_faqid=4164)TARGET=\_BLANK >contact us</a>.<p>

Toyota Customer Experience  
</as-html>

\*\*\* SUBCASE 200703070370-1 CLOSED 03/07/2007 09:12:09 AM DHoffman1

\*\*\* CASE CLOSE 03/07/2007 09:15:00 AM DHoffman1

25

\*\*\* PHONE LOG 07/17/2007 05:07:54 PM TThorp

Unintended acceleration

Caller states: that was pulling up to a gate & pressed brake pedal to stop & would not work. Sts friends were standing outside of veh @ the time & said the 2 front tires appears to have locked up & the 2 back tires were

spinning. Sts felt like veh engine was racing. Sts has taken veh to dlr & has not been able to duplicate symptom & has not been given estimate for body damage, sts has scratches & dent on bumper.

\*\*\* NOTES 07/17/2007 05:07:55 PM TThorp

Notes cont.

Cllr sts incident happened on 7/15 & veh was on gravel & than driven toward a gate & was on blacktop. driver is the registered owner & had one passenger. Cllr is seeking the cost of repairs to be covered. NCR apol & adv will receive a c/b from a case manager w/in 1 business day.

\*\*\* SUBCASE 200707171518-1 CREATED 07/18/2007 08:54:11 AM NRedd

\*\*\* NOTES 07/18/2007 08:59:17 AM TWhite

Cllr sks to speak with CM. Ncr placed cllr on hold to confirm if CM avail to take call, cllr disconnected before ncr completed confirmation.

\*\*\* PHONE LOG 07/18/2007 09:09:18 AM NRedd Action Type: Outgoing call

OUTGOING CALL TO CUSTOMER

Dlr SM Bryan Rardin sts cust stated cncrn went to a stop & sts back wheels were spinning and front wheels were locked up, sts had cncrn w/brake adv could not find anything wrong w/veh as he was unable to duplicate custs cncrn, sts Service Director Bob got into veh, sts pushed on brake & acceleration same time & was unable to move veh at all which confirmed worked as designed. Dlr adv waiting to hear back from DSPM on what toyota would like dlr to do.

ncr adv will need to research w/Claims and DSPM, adv will f/u w/dlr before contacting customer back today

\*\*\* NOTES 07/18/2007 09:10:55 AM NRedd

CORRECTION TO PREVIOUS CASE NOTES.....

OUTGOING CALL TO DEALER

\*\*\* NOTES 07/18/2007 09:18:53 AM NRedd

+++INTERNAL NOTES+++

ncr left message w/A108 Claims, CHargrave req to know how to proceed w/case, seeking info on when contacting customer to offer FCRP or claims address or have DSPM give final position of dlrs findings unable to duplicate any cncrn since dlr did inspected & attempt to duplicate veh concerns & unable to find anything wrong w/vehicle, as vehicle was driveable after accident.

\*\*\* NOTES 07/18/2007 09:20:05 AM NRedd

INBOUND CALL FROM DSPM

DSPM HWillis called to adv, ncr left DSPM know waiting for response from Claims on direction since cust stated product failure/accident, ncr adv will f/u by eob today on outcome

\*\*\* NOTES 07/18/2007 12:14:11 PM KGohn

Cust c/b to adv would like to know status of case.

NCR apol and adv NRedd not avail. Adv updated case notes and will receive c/b in 1 b/d. Cllr understood and thanked.

\*\*\* NOTES 07/18/2007 01:04:08 PM NRedd

INBOUND EMAIL FROM CLAIMS

A108 Claims, CHargrave sent reply email at 11:43 am, sts advise the cust vehicle inspected by dealer and found no defect and deny any assistance to the customer & If they want to pursue they could send any documentation to the legal department.

\*\*\* PHONE LOG 07/18/2007 02:27:05 PM NRedd Action Type: Incoming call

OUTGOING CALL TO CUSTOMER

Cllr sts on 07/15/2007 at 2:15 pm, had accident w/marina gate, sts veh was parked on gravel before leaving the marina, sts son & daughter were in a veh behind his and custs father was a front passenger seat, who witnessed cncrn, sts all seatbelts were worn & no warning lights on dashboard, sts veh was parked on gravel and was driving up to gate to get out of the Marina where they were fishing when suddenly veh rev & lunged forward, sts cust put his foot on the brake but veh would not stop moving, sts front wheels didn't move and rear wheels spun, sts threw veh into park & shut vehicle off. Cllr feels something is wrong w/the vehicle and req Toyota to pay \$800 for front bumper and repair, sts took veh to dlr for inspection who adv no concerns found. No injuries, no police, no insurance avail nor involved.

per A108 Claims, ncr apol & declined bumper assistance, adv dlr inspected veh & found no defects, adv cncrns have been doc, adv unknown to cause of vehicle cncrns, ncr adv customer he can submit claim to TMS, A108 Claims, 19001 S. Western Ave., Torrance, CA 90509. cllr sts not happy w/decision. ncr adv if in future dlr is able to duplicate a cncrn to which could have caused this accident, toyota Claims can review again, adv no additional assistance.

\*\*\* NOTES 07/18/2007 02:28:52 PM NRedd

ncr sent fyi email on outcome to DSPM

\*\*\* NOTES 07/18/2007 02:41:57 PM NRedd

OUTGOING CALL TO DEALER

ncr adv Dlr SM Bryan on Toy final decline position.

\*\*\* NOTES 07/18/2007 02:42:40 PM NRedd

INBOUND CALL FROM DSPM

DSPM adv ok on decline & adv will direct cust to file Claims

\*\*\* SUBCASE 200707171518-1 CLOSED 07/18/2007 02:43:13 PM NRedd

see notes

\*\*\* CASE CLOSE 07/18/2007 02:43:23 PM NRedd

Case Closed

26

\*\*\* PHONE LOG 01/10/2007 04:26:09 PM DLombardo

Cust writes Toyota regarding issues with veh engine "surge" to 300-500 rpm everytime clutch depressed plus HOWLING sound coming from engine. Cust sts in letter he has taken veh to both dlr listed in case for problem. Both dlrship do not know how to correct and have requested help from CA technical center but NO one at

dlrship has communicated with him over issues since taking veh to both dlrships. NCR tried to call cust to obtain VIN # & left message w/ co-worker.

\*\*\* NOTES 01/10/2007 05:04:44 PM ETorres1

cllr sts c/b wanting to speak w/ DLombardo. NCR apol & adv DLombardo not avail. NCR did read cllr notes in case. Cllr thanked. NCR adv case #.

\*\*\* NOTES 01/10/2007 05:09:42 PM BGarduno

ATF, 12/29/06, 01/04/07

Ltr sts: reiterating same concerns as call. no further action needed.

\*\*\* CASE CLOSE 01/11/2007 08:19:13 AM DLR12086

CUSTOMER ALREADY TOLD AND SHOWN BY DEALER THAT THE CONIDTION THAT EXSISTS IS NORMAL AND THE SAME AS SAME TRUCK THAT WAS SHOWN TO HIM, THE REV CONDITION IS CUSTOMERS DRIVING HABBITS NOT TRUCK TECH TEST DROVE NO CONDITION ON REVS

\*\*\* NOTES 01/22/2007 09:42:25 AM AScates

Cust c/b & sks to speak w/ D.Lombardo. cust sts D.Lombardo is supposed to be assisting him with repairs on his veh. NCR apol & advd D.Lombardo is unavail but will send message to rep to c/b cust.

\*\*\* NOTES 01/23/2007 09:35:57 AM ABaker2

Cust c/b seeks to speak with DLombardo . ncr apol & adv cust he is not avail and ncr can assist. cust sts he is still having the same concerns. ncr apol 7 adv csut oer case notes. ncr adv cust dlr crm name and role and concerns have been doc. cust sts he is not happy with the veh. ncr apol & adv cuSt the dlr would need to duplicate the concerns and his concerns have been doc

27

\*\*\* PHONE LOG 05/03/2007 10:54:49 AM JFewel

RNT#070501-000122

Email states: "Cold Start Revolutions

I have a 2007 Tacoma. At cold start, the engine revs to 2000, drops to

1700, then after a few seconds drops to about 1400 then after about 30 seconds drops to about 1000.

Is this normal? It seems awfully high and noisy and a waste of gas."

\*\*\* SUBCASE 200705030575-1 CREATED 05/03/2007 11:04:09 AM JFewel

Thank you for contacting Toyota Motor Sales, U.S.A., Inc.

We apologize for your concern regarding your 2007 Tacoma's idle speed.

While we cannot diagnose your Tacoma based on your email, and as you have not mentioned any warning lights coming on, your concern may be related to the way the engine alters its idle speed when cold, to allow the emissions system to warm up faster, which becomes more pronounced as the weather turns colder.

By way of background, each year the government slightly tightens emissions standards so that vehicles emit less pollution.

Modern vehicles have a very sophisticated emissions system that only works when hot or warm. If the vehicle is cold, more emissions are produced.

The only way to heat the emissions components quickly up so they work properly is to run the engine faster when it is cold. The government wants engines and emissions systems to warm up as soon as possible so the emissions control systems work efficiently as soon as possible after a cold start.

You will notice that the engine will run fast when cold, (engine RPM higher) until the emissions components are properly warmed. By forcing the idle speed to stay higher, the engine turns faster and warms up more quickly than if it is allowed to idle normally as it does when it is warmed up. To accommodate the higher RPMs when the engine is cold, Toyota specifies the following engine oil, which aids cold start-up and high RPM in the cold engine:

Oil grade:

API grade SL "Energy?Conserving" or ILSAC multigrade engine oil Recommended viscosity: SAE 5W?30

SAE 5W?30 is the best choice for good fuel economy and good starting in cold weather.

Toyota values you as a customer, and we appreciate this opportunity to answer your question!

Your email has been documented at our National Headquarters under file # $\$$ incidents.c $\$$ clarifycasenumber. If we can be of further assistance, please feel free to contact us < [http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enduser/std\\_adp.php?p\\_faqid=4164](http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enduser/std_adp.php?p_faqid=4164)>.

Check out our Online Toyota Technical Information <<http://techinfo.toyota.com/>> available by short- and longer-term subscription as a lower-cost alternative to purchasing a repair manual, and at no charge, recommended service intervals <<http://smg.toyotapartsandservice.com/owners.php>>.

For more Toyota information, please see Toyota Express Lube

<<http://www.toyota.com/html/shop/dealers/lube/index.html>>, ToyotaOwnersOnline.com

<<http://toyotaownersonline.com/>>, our Glossary <<http://www.toyota.com/html/help/glossary.html>> and

printable Do-It-Yourself Instructions <<http://www.toyotaownersonline.com/parts-service/diy.html>>.

Toyota manuals <[http://smg.toyotapartsandservice.com/pubs.php?v=&y=&int\\_id=&done=1](http://smg.toyotapartsandservice.com/pubs.php?v=&y=&int_id=&done=1)> are available for purchase.

See Genuine Toyota Accessories <<http://www.toyota.com/vehicles/accessories.html>> for the Toyota of your choice.

Toyota Customer Experience

\*\*\* SUBCASE 200705030575-1 CLOSED 05/03/2007 11:04:13 AM JFewel  
sent

\*\*\* CASE CLOSE 05/03/2007 11:04:26 AM JFewel  
Sent

28

\*\*\* PHONE LOG 09/17/2007 11:54:46 AM THarris

Caller states: ([REDACTED] employed by company, driver at the time of the accident [REDACTED] Owners of [REDACTED] Their assistant is [REDACTED] 9/8 the accelerator stuck 3xs. The 3rd time it stuck, the veh hit the back of another truck. Veh is at the Toy dlr currently. No repairs yet, dlr looked at the accelerator. Was driving alone, was wearing seatbelt. Speed was 10 mph. Took foot off the accelerator...

\*\*\* NOTES 09/17/2007 11:54:46 AM THarris

...it stayed stuck to what it was stuck to. The veh hit the right rear bumper of a truck. The other veh had no damage. This veh 's drivers side front bumper, headlight & part of the bumper is damaged. Type of collision- frontal. The airbags didn?t deploy. No prev accidents. No warning lights were on. The airbags didn?t deploy.



No prev accidents. Svc Mgr Ball is aware of concerns. The sticking of the accelerator doesnt happen all the time. Dropped the veh off 9/13,..

\*\*\* NOTES 09/17/2007 11:54:55 AM THarris  
...has been w/ the dlr since that date.

\*\*\* NOTES 09/17/2007 01:13:18 PM PTimberlake  
++OUTGOING CUST CALL++ spoke to [REDACTED] adv her to have driver and owner of veh call me back

\*\*\* SUBCASE 200709170987-1 CREATED 09/17/2007 01:54:23 PM PTimberlake

\*\*\* PHONE LOG 09/17/2007 02:45:13 PM PTimberlake Action Type: Incoming call  
==FCRP==

++INCOMING CALL++ call from [REDACTED] (employee - driver), sts she was driving veh (manual trans)at approx 10 mph when gas pedal stuck. sts he couldn't brake quick enough and driver's side front end impact another truck. sts tacoma has damage to driver's side bumper/headlight. sts Wilson Toyota inspected veh (didn't touch veh) and couldn't find anything wrong with veh. sts dlr told her that the double floor mats that are inside veh might have caused the gas pedal to stick. caller sts she will take one of the floor mats out in case this is the cause. caller feels TMS need to inspect veh to determine if veh caused the accident. ncr adv caller that the owner of the veh needs to call me to request FCRP. LEGAL REQUEST FCRP WITH MANY INTERIOR/EXTERIOR PHOTOS.

\*\*\* NOTES 09/18/2007 08:15:40 AM PTimberlake  
++OUTGOING CUST CALL++ spoke to [REDACTED] adv her to have owner of veh [REDACTED] to call me to coinfirm the want veh inspected.

\*\*\* NOTES 09/20/2007 01:40:04 PM PTimberlake  
++INCOMING CUST CALL++ spoke to [REDACTED] cust sts he wants region to inspect veh as to why veh is accelerating by itself. owner sts he want region to call [REDACTED] to coordinate inspection. ncr adv region will call [REDACTED] within 3 business days, inspection within 30 days, results mailed within 60 days. ncr adv veh has to be taken to dlr for inspection

\*\*\* SUBCASE 200709170987-1 CLOSED 09/20/2007 01:44:54 PM PTimberlake  
close

\*\*\* NOTES 09/20/2007 02:56:16 PM JNortz130  
Region called [REDACTED] as well as the owner of the farm at [REDACTED] and left voice mail messages that our FTS/Brian H. would be doing an inspection/taking pictures and filing a rept. I also called the dlrshp to made them aware of the situation. FTS will be there during the afternoon of the 25th or the morning of the 26th of Sept.

\*\*\* NOTES 09/24/2007 10:21:48 AM JNortz130  
Region spoke to FTS/Brian H. and cust. and will do FCR on the morning of the 26th around 8:30am or before. Cust. to deliver vehicle that morning. Inspection at Wilson Toyota.

29

\*\*\* PHONE LOG 03/30/2007 02:22:34 PM JSpencer

PA - no previous case

RNT#070329-000280

EMAIL STS

"2007 Tacoma Lemon

I have been a loyal Toyota owner for the past 16 years. Jan. 6th 2007 I purchased a new 2007 Tacoma 4X4. I am very displeased with this truck. The truck accelerates on its own and the throttle sticks. I almost ran over a man walking from his car because of the truck accelerating on its own. This happened in the beginning of Feb. I do not drive this dangerous truck anymore. Its just parked in my...

\*\*\* NOTES 03/30/2007 02:22:56 PM JSpencer

...driveway as I make payments on it. My dealer, of 16 years also, has been horrible about resolving this. I have run in to brick wall after brick wall trying to get help with this. I am so shocked that nobody cares at Toyota. My next step is to call the news and give them a first hand demonstration."

END EMAIL

\*\*\* SUBCASE 200703301000-1 CREATED 03/30/2007 02:32:28 PM JSpencer

EMAIL STS

"Thank you for contacting Toyota Motor Sales, U.S.A., Inc.

We apologize for the continuing concerns you are having with your 2007 Toyota Tacoma and that it has not been permanently repaired.

We understand the added frustration you can experience having this situation occur on your brand new vehicle and we have created a case management system to address them. The case manager assigned to your case will be your point of contact during the review of your specific situation.

We have advised the case manager of the contact information that you provided in your email and they will follow up with you by the end of business Monday, April 2nd.

Your email has been documented at our National Headquarters under file #[\\$incidents.c\\$clarifycasenumber](#). If we can be of further assistance, please feel free to contact us <[http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enduser/std\\_adp.php?p\\_faqid=4164](http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enduser/std_adp.php?p_faqid=4164)>.

Toyota Customer Experience"

END EMAIL

\*\*\* SUBCASE 200703301000-1 CLOSED 03/30/2007 02:32:30 PM JSpencer

\*\*\* SUBCASE 200703301000-2 CREATED 04/02/2007 05:55:01 AM JFonseca

\*\*\* NOTES 04/02/2007 08:24:16 AM JFonseca

---Internal Notes TMS---

CPA sts veh registered to a business, Wilson Business Network Inc. Address concurs.

\*\*\* NOTES 04/02/2007 08:42:57 AM JFonseca

===OUTGOING CALL TO DLR, Deland Toyota===

TOY-RQ-00023775

Case Mgr req to spk to SM Mike Frazee adv test driving a veh John adv veh is under a business. He adv more than 3 r/o's for concern. He will fax r/o's within the next 30 minutes.

\*\*\* NOTES 04/02/2007 09:53:49 AM JFonseca

---Internal Notes TMS---

Case mngr rcvd message adv fax cannot be sent until 1pm EST. Also, cllr has pursued arb and hearing was held at dlr.

\*\*\* NOTES 04/02/2007 09:54:12 AM JFonseca

Arb hearing held 3/29/2007.

\*\*\* NOTES 04/02/2007 10:02:15 AM JFonseca

---Internal Notes TMS---

Following case found under cllr's VIN, Wilson Business Network

200703120805- Exec team

200701160499- Case mngr E Campos

200701250844- Lemon law case

200701081348- CEC and dlr CRM involved.

\*\*\* NOTES 04/02/2007 11:08:54 AM JFonseca

===INCOMING DLR Fax, Deland Toyota===

Date: 2/16/2007

RO: 13630

Mileage:2558/2567

Condition: cllr sts when you press the clutch in veh RPMs stay approx 2 seconds before and then drop to shift gears (final repair attempt)

Remedy: D.O.M. test drove veh 9 miles, could not confirm any defect of material or workmanship. Contacted technical assistance center to verify operation of vehicle was normal tech center agrees that this veh does drive and feel

\*\*\* NOTES 04/02/2007 11:10:14 AM JFonseca

different than 5 speed, HOWEVER operation is normal.

Repairs covered under warranty: n/a

\*\*\* NOTES 04/02/2007 11:11:47 AM JFonseca

Date: 2/16/2007

RO: 136030

Mileage: 2558-2567

Condition: at times truck accelerates with foot on brake then must depress clutch to stop.

Remedy: could not duplicate concern, no defects found in material or workmanship

Repairs covered under warranty: n/a

\*\*\* NOTES 04/02/2007 11:13:27 AM JFonseca

Date: 2/16/2007

RO: 136030

Mileage: 2558-2567

Condition: at one time brake pedal went to the floor.

Remedy: could not confirm condition, no leaks detected and under test drive brakes worked normal, no defects found in material or workmanship.

Repairs covered under warranty: n/a

\*\*\* NOTES 04/02/2007 11:17:32 AM JFonseca

Date: 1/19/2007

RO:134684

Mileage: 1221/1226

Condition: veh rpm's stay up for approx 2 seconds after push in of the clutch, clutch bangs into gear unless you shift real slow.

Remedy: no codes in system, tech support confirmed normal condition with this veh for emissions, no defects found in material or workmanship.

Repairs covered under warranty: n/a

\*\*\* NOTES 04/02/2007 11:20:28 AM JFonseca

Date: 1/8/2007

RO: 134045

Mileage: 548/548

Condition: RPMS rise to 2K when shifting between gears. Condition lasts 1-2 seconds

Remedy: could not duplicate, no defects found in parts and workmanship.

Repairs covered under warranty: n/a.

\*\*\* NOTES 04/02/2007 11:32:42 AM JFonseca

===OUTGOING CALL TO DLR, Deland Toyota===

Case Mgr req to spk to SM Mike Frazee. Adv he is n/a. Call transferred to v/m. Req c/b in regards to Arb hearing outcome.

\*\*\* NOTES 04/02/2007 11:41:38 AM JFonseca

---Internal Notes TMS---

No contact # on case avail to reach cust. Case mngr using # on r/o and cpa, [REDACTED]

\*\*\* NOTES 04/02/2007 11:52:14 AM JFonseca

===OUTGOING CALL TO CUST===

Case mngr called [REDACTED] Adv Cllr n/a at the time to take call.

\*\*\* NOTES 04/02/2007 11:59:32 AM JFonseca

===INCOMING DLR CALL,

SM adv Arb hearing was 3/29/07 and NCDS rep adv 10 days for final position. Rep Ray Hernandez representing SET.

\*\*\* NOTES 04/03/2007 01:30:53 PM JFonseca

---Internal Notes TMS---

Case mngr spk to Exec Team MZimmerman adv Toy will abide by decision NCDS sts as a final decision.

\*\*\* NOTES 04/03/2007 01:43:33 PM JFonseca

===OUTGOING CALL TO CUST===

Case Mgr called cust and adv calling from TMS. Cllr sts veh registered to Wilson Business Network Inc. Adv no one in Toyota will replace veh. Case mngr apol and adv cllr has already escalated case to ARB within TMS. Toy is waiting for Arbitrator from NCDS to provide final decision. Toy will abide by final decision made by NCDS rep whether it is at cllr's favor or Toyota. Cllr understood and adv wants case mngr to doc he is dissatisfied with

\*\*\* NOTES 04/03/2007 01:45:05 PM JFonseca

product and may not purch another toy in the future. He is a long time toyota owner and is not happy with outcome and sts arbitrator from NCDS may side with cllr b.c gas pedal did get stuck. Case mngr adv will doc and apol for experience. Cllr thanked.

\*\*\* NOTES 04/03/2007 01:46:38 PM JFonseca

Case mngr adv cllr has other options to pursue outside of TMS. Case mngr is associate of Toyota and cannot adv or recommend of options.

\*\*\* NOTES 04/03/2007 01:52:48 PM JFonseca

---Internal Notes TMS---

Case updated to Wilson Business Network Inc

\*\*\* CASE CLOSE 04/03/2007 01:53:06 PM JFonseca

Five Point Closing

Summary: truck accelerates on its own and the throttle sticks Resolution/Position: Dlr, SET DSPM Ray Hernandez

Satisfied (Y/N): No

Root Cause (drill down to component/product): truck accelerates on its own and the throttle sticks.

\*\*\* SUBCASE 200703301000-2 CLOSED 04/03/2007 01:53:14 PM JFonseca

\*\*\* NOTES 04/04/2007 01:16:59 PM QHolmes

RNT#070403-000168

04/03/2007 12:59 PM

Email states: No one ever even called me

=

ncr states: Per file 200703301000, June Fonseca the Case Manager at Toyota Customer Experience Center contacted you on 4/03/2007. If we can be of further assistance, please feel free to contact us 800-331-4331.

\*\*\* NOTES 04/05/2007 06:37:38 AM QHolmes

RNT#070403-000162

04/03/2007 12:44 PM

Email states: no one called me back. This is par considering all the troubles I am Having. Is someone going to get back with me?

=

ncr states: Per file 200703301000, June Fonseca the Case Manager at Toyota Customer Experience Center contacted you on 4/03/2007.

30

\*\*\* PHONE LOG 11/22/2006 07:42:21 AM BRapadas1

Caller states: has an lease 07 Tac. Sts veh revs at 1800 rpm's & wont settle down. Sts took to dlr who told her they could not diag b/c their techs were not yet trained on 07. Sts drove another veh similar to it & does not rev like her veh. Sts originally wanted to purch but dlr put her in a lease agreement. Sts she needs to use veh for business.

\*\*\* CASE CLOSE 11/27/2006 10:15:33 AM DLR31069

CALLED AND LEFT MESSAGES TO HAVE VEHICLE CONCERNS ADDRESSES, OFFERED APPOINTMENT.

\*\*\* NOTES 11/28/2006 12:12:05 PM AHunter

cllr sts has been clling the dlr bc they have had the veh for a week.Sts they have yet to diag the veh.Sts she would like to have the veh fixed & if they can not fix it she would like a new truck.Ncr apol & adv cllr if she can hold Ncr will contact the dlr to see if they have diag the veh.Cllr agreed.

#### OUTGOING CALL

Ncr spoke w/Teresa @ the dlr who adv that the dlr is still inspecting the veh & that they should have the diag by 5pm today.

Ncr notified cllr of info..

\*\*\* NOTES 11/28/2006 12:12:17 PM AHunter

...and cllr thanked

\*\*\* NOTES 12/01/2006 06:24:39 AM SGovind

cllr c/b sts dlr adv have fixed veh but want to keep veh for 1 more day so that they can drive veh again. dlr still has truck, adv will have to have Bob drive veh. sts lives an hr away so wants to verify if veh has been fixed prior to driving to dlr to pick-up veh. ncr apol & adv speaking w/CRM-John at dlr for further info as to if veh has been rpr, and what was result of Bob driving veh prior to cllr driving to dlr. cllr understood.

31

\*\*\* PHONE LOG 02/26/2007 05:41:04 AM RWright

Caller states he read that there is a RPM hang/or raise. When he comes to a stop, he felt there is no engine braking but seems to speed up, poss in the throttle. Cllr adv that the eng would appear to accelerate at high are rpm's. Adv he read similar cnrcns on the website.

ncr apol then adv that TOY has doc cnrcn & adv this file is sent to dlr-CRM for rvw then c/b w/in 3bd. gave file#

\*\*\* NOTES 02/27/2007 09:32:31 AM GSimmonds

Caller sts the second day, when you take your foot off the accelerator the RPM's hang and then go up. sts the shift is not smooth. sts he has several concerns when coming up to a stop light or stop sign and sts the RPM's kick up. sts went on line and found several people with the same concern. sts the ECU is programmed that way for emissions. only spoke with the maint guys, dlr could not find any TSB or concerns with the veh. NCR apol, advised concern documented

\*\*\* CASE CLOSE 02/28/2007 02:30:51 PM DLR19044

CUST HAS SET AN APPT FOR MONDAY MARCH 5TH FOR TEST DRIVE

32

\*\*\* PHONE LOG 05/01/2007 09:47:45 AM RWright

Caller states he has cncrns w/getting veh to start. The other cncrn is that the veh RPM's race up to 5-6k's. This has happened a few times already. Cust adv that they are both of age & cncrnd that they would get stranded. He adv that the veh is approx 100 miles out. Req assist OUTGOING - ncr contacted Sergio-SM who adv he is waiting for cust to arrive (10am appt) & plans to take good care of him in addressing his cncrns.

\*\*\* NOTES 05/01/2007 09:47:52 AM RWright

ncr apol then adv that TOY has doc cncrn & adv file sent to dlr-CRM for rvw then c/b w/in 3bd. gave file#

\*\*\* CASE CLOSE 05/03/07 14:30:51 rulemgr

SERVICE MANAGER SPOKE TO CUSTOMER AND CUSTOMER WILL BE HERE TODAY AT 10:00 AM. SERVICE MANAGER WILL MAKE SURE TO TAKE CARE OF THE CUSTOMER'S CONCERNS.

33

\*\*\* PHONE LOG 04/20/2007 11:08:36 AM TMorita

RNT#070420-000048

Email states: "When shifting (putting in the clutch) after removing my foot from the gas peddle the trucks rmp?s ?increase? for a few seconds before they decrease I?ve have had the truck looked at by Toyota service and they say the that is how the manual Tacoma?s run.

I?ve also had the accelerator stick open once while shifting (but only once) and think that was a fluke."

\*\*\* SUBCASE 200704200611-1 CREATED 04/20/2007 11:14:52 AM TMorita

Ncr's email reply:

<as-html>

Thank you for contacting Toyota Motor Sales, U.S.A., Inc.<p>

We apologize for your dissatisfaction with your 2007 Tacoma's manual transmission.<p>

We have not identified a manufacturer's cause or concern with the 2007 Tacoma's clutch, throttle, or transmission.<p>

Please be advised that we rely on our dealerships to address concerns which are warrantable, or which have been identified by a Special Service Campaign, (manufacturer's recall).<p>

TOY-RQ-00023780

In order to properly assess your concerns, we recommend you contact the Customer Relations Manager at your

Toyota dealership technicians are specialized in the diagnosis and repair of Toyota vehicles. They are provided with extensive training and have access to state-of-the-art equipment to help in the accurate diagnosis of your vehicle. Also, if necessary, we provide additional support to assist Toyota dealership technicians in resolving unusual vehicle concerns.<p>

Your email has been documented at our National Headquarters under file #[\\$incidents.c\\$clarifycasenumber](#). If we can be of further assistance, please feel free to

Toyota Customer Experience  
</as-html>

\*\*\* SUBCASE 200704200611-1 CLOSED 04/20/2007 11:14:53 AM TMorita

\*\*\* CASE CLOSE 04/20/2007 11:15:17 AM TMorita  
see subcase

34

\*\*\* PHONE LOG 07/18/2007 08:57:44 AM JSugar

Caller states: Concerned about performance of transmission. Fls like trans has mind of its own. When coming to intersection slows down veh, steps on gas a bit & trans drops to very low gear, engine revs, pauses, and then lurches foward. Took veh to dlr for 5k mile svc who advd concern happening on tacoma & camry's. Sts 90% of time veh works fine but in slow speed (notices when cornering) veh drops to low gear & rpm's jump up. Never sure what veh will do...

\*\*\* NOTES 07/18/2007 08:57:44 AM JSugar

Fls like veh trying to make the decision & control rather than let driver decide. Asked svc people if trans could be adjusted but told nothing could be done. Sts dlr personnel have been responsive & helpful.

\*\*\* CASE CLOSE 07/18/2007 08:58:17 AM JSugar



NCR apol & thanked cust for documenting concern. NCR advd no ssc's for veh @ time but cust would be advd of ssc's for veh. NCR advd case #.

35

\*\*\* PHONE LOG 07/17/2007 07:39:14 AM RWright

Caller states the accelerator got stuck & the veh would not slow down. Applied eBrake & took veh out of gear then shut it off. Restarted veh & veh RPM's raced up immed therefore had veh towed to the dlr. An indep inspected veh on dlr lot & the veh started fine. Dlr inspected veh & found the floor mat was stuck under the floor mat. He adv that the Tow bill was \$150. Joe-SA recomm him to contact TOY for reimb...

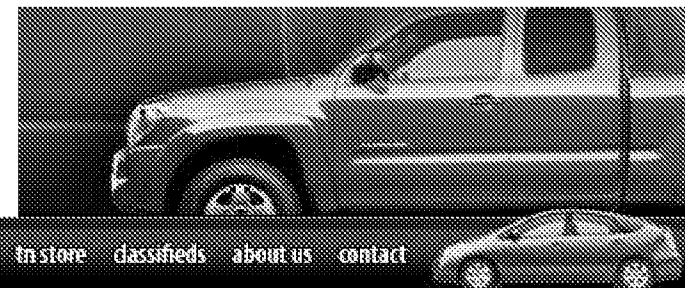
\*\*\* NOTES 07/17/2007 07:39:14 AM RWright

GOODWILL OFFER: ncr offered \$150 toward future svc, parts or TOY accsry.

Cust ACCEPTED offer.

\*\*\* CASE CLOSE 07/17/2007 07:54:02 AM RWright

NCR apol then adv TOY cannot reimb for non-warr condition therefore offered g/w toward future svc parts or labor. gave file#



home forum gallery vehicles in store classifieds about us contact

» Site Navigation

- » Homepage
- » Active Topics
- » Blogs
- » Vehicles
- » Photo Gallery
- » Forum
  - > User CP
  - > Go Supreme!
- » Vehicle Specific Sites
  - > Toyota FJ Cruiser
  - > Toyota Tundra
  - > Toyota Yaris

Ads by Google Tacoma 4X4 Toyota Seat Covers Toyota Truck Used Toyota Prius TX Land Cruiser Alarm

Toyota Forums :: Toyota Nation > Toyota Division Forums > Toyota Truck Forum > 2005+ Tacoma

**FYI: Feds To Inspect (Tacoma) Pickup Trucks**

User Name:   Remember Me?  
 Password:

[Register](#) [Home](#) [Forum](#) [Gallery](#) [Active Topics](#) [Blogs](#)

**2005+ Tacoma** Discussion area for all the new Toyota Tacoma owners out there!

**Eibach Suspension**  
 Performance suspension by Eibach. Springs, Shocks, and more!  
[www.Eibach.com](http://www.Eibach.com)

**Bull Bars & Grille Guards**  
 JAOS, Westin, WAAG, T&H and More! Right Brands, Right Prices  
[AutoSeattle.com](http://AutoSeattle.com)

**OEM Toy Parts**  
 Parts Discounted Original parts Factory Direct  
[www.trademotion.com](http://www.trademotion.com)

**Folsom Toyota - CA**  
 Check Out Features Of The 2008 Models At Folsom Toyota!  
[www.folsomlaketoysota.com](http://www.folsomlaketoysota.com)

Links

- Ads by Google
- Toyota TRD Tacoma
- Scion
- Scion TC Accessories
- Scion XB Parts
- Toyota Sewing Machine

» Log in

User Name:   
 Password:   
 Remember Me?

Not a member yet? [Register Now!](#)



Ads by Google

Page 2 of 7 < 1 2 3 4 5 6 > Last » ▾

Thread Tools ▾ Display Modes ▾

10-09-2007, 07:14 AM #16

**ForTech**

Coma Nut

Join Date: Jan 2007  
 Location: Newfoundland and Labrador, Canada  
 Posts: 277  
 Trader Rating: (0)

Sounds like a bunch of speculation and hear say - I want some facts. ☹




2005 Tacoma TRD Off Road 4x4 Access Cab



10-09-2007, 07:35 AM #17

TOY-RQ-00023995

CLICK HERE TO GET SUPREME!



LESS ADS  
 SUPREME MEMBER TAGS  
 INCREASED AVATAR SIZE  
 INCREASED SIGNATURE SIZE  
 INCREASED PM INBOX  
 CAN TURN OFF SIDEBAR  
 TN STORE DISCOUNTS

Sponsors

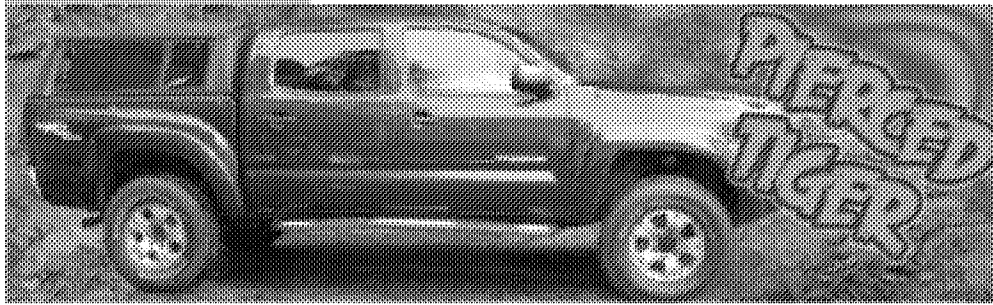
**PiercedTiger**

One with the force



Join Date: Mar 2006  
 Location: Newark Valley, NY  
 Posts: 2,441  
 Trader Rating: (0)

Seems like this is only autos... I notice nothing like this in my 6spd, and the RPMS don't go crazy if I have the clutch in or shifted to neutral. One more reason I'm glad I have a manual!



^sig by Sock  
 Toytec 3" lift & AAL, 285/75r16 Kumho Road Venture  
 DTRL, Fog Light, locker & diff breather mods, Bestop Supertop, Hi-Lift mount, hood struts, reinforced tailgate, BHLM  
<http://www.cardomain.com/ride/2304924/1>



10-09-2007, 07:53 AM

#18

**jomaz**

New TN User



Join Date: May 2007  
 Location: Georgia  
 Posts: 41  
 Trader Rating: (0)

I get that lurch also. What's up with this? Let's hear from everyone & see just how common this is. Btw, I have an '05,acc. cab, sport.



10-09-2007, 08:00 AM

#19

**Lou czar**

LouCzar



Join Date: Aug 2007  
 Location: NB, TX  
 Posts: 169  
 Trader Rating: (0)

My 06 DC Auto had the lurch problem as well.

Did anyone else notice the BHL mod on teh white taco in that video????

08 Radiant Red, DC, SB 4x4 6SP TRD Sport, Leather Int  
 265/70/17 Yokohama Geolander AT-S  
 Opinions are like Buttholes....Everyone has one! They all can stink at one time or another!  
 Just because you have one doesn't mean you have to act like one!  
 Have you hugged your kids today?

TOY-RQ-00023996

Ads by Google

**Want an FJ Cruiser?**

Shop Auto Nation Direct & Save Cash Find a Deal on an FJ Cruiser Today!  
www.AutoNationDirect.com

**Factory Accessories for Wholesale Prices!** Direct from Factory Dealer for less money.

www.MyToyotaWarehouse.com

**Toyota Tacoma**

Sitio oficial de Toyota. Vea fotos, precios, ofertas y más.

www.toyota.com/espanol

**Bull Bars & Grille Guards**

JAOS, Westin, WAAG, T&H and More! Right Brands, Right Prices  
AutoSeattle.com

**Lift Kits & Leveling Kits**

2-3" Lift Kits & Leveling Kits Spacers, Springs, Blocks, & More!  
www.FatBobsGarage.com

Ebay Auctions



10-09-2007, 08:02 AM

#20

**demoncleaner**

Official TN Member



Join Date: Sep 2005  
Location: NY  
Posts: 628  
Trader Rating: (0)

I don't doubt there could be a problem. Glad its being raised if it needs to be addressed. But this is garbage jounalism.

Quote after quote after quote of the same 'scary' issue is driving a baised artical. The guy in Sacramento, doesnt say what his issues was, only the truck shouldn't be sold to the public...? huh what. It just says 2007 Tacoma's... if I didnt know different, it would appear to me all models are effected by this. When in reality they should state the facts. V-6 & auto only

**6-spd, 05' D-cab Sport 4x4, Tow pkg, TRD exhaust  
Summer: Stock 17's  
Winter: Blizzaks on 16' black steelies**

Last edited by demoncleaner : 10-09-2007 at 08:21 AM.



10-09-2007, 08:19 AM

#21

**ptac4x4**

New TN User

Join Date: Jun 2007  
Location: AZ  
Posts: 28  
Trader Rating: (0)

Mine is an 06 access cab 4x4 sport with the auto. I have not had the lurch problem.

I have not experienced many of the other issues (weak rear springs, ticking, crazy cruise control). Guess I am lucky. For those that have the issues, I hope they get worked out.



10-09-2007, 08:24 AM

#22

**Janster**

Official TN Member

Join Date: Oct 2004  
Location: Landisville, PA  
Posts: 447  
Trader Rating: (0)

Quote:

Originally Posted by **PiercedTiger** ✎  
*Seems like this is only autos... I notice nothing like this in my 6spd, and the RPMS don't go crazy if I have the clutch in or shifted to neutral. One more reason I'm glad I have a manual!*

They never mention anything about auto or manual in the video. And I'm sure...it could happen at anytime without warning depending on what the issue is (if there is actually an issue).

When I test drove a manual and I depressed the clutch - the rpm's never dropped. I didn't like it. That's why I got an Auto. Is there a reason why the rpm's don't drop?? Is there a

TOY-RQ-00023997



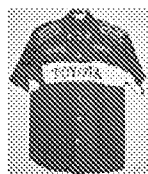
Current Bid: \$26.00

98-00 Toyota Corolla  
Speedometer Cluster  
Automatic Oem



Current Bid: \$3.78

Bumper Filler  
Toyota Tacoma  
95-96 Truck  
Front Part Rh



Current Bid: \$9.99

New Toyota Panasonic  
Racing Mens  
Pitcrew Shirt  
Red Xxl

Ads by AuctionAds

TOY-RQ-00023998

reason why the Auto's lurch?  
Perhaps they ARE onto something.....

Who knows.... It's good to hear atleast they're looking into it.

Until the situation is figured out - fake or not - everyone should be aware and know what to do when (or if) it does occur. You can't take this stuff lightly.

The first thing that comes to my mind....

Manual or Auto tranny....get the vehicle in Neutral and get yourself to the side of the road safely.

Obviously - if they do find something and issue a recall - every single person here is gonna beat down their doors and get things fixed regardless if you believe in it or not.

**All my children....**



"Jandy"

Last edited by Janster : 10-09-2007 at 08:26 AM.



10-09-2007, 08:43 AM

#23

**JoeTaco**

Official TN Member

Join Date: May 2006  
Location: Little Rock, AR  
Posts: 58  
Trader Rating: (0)



Wasn't there a thread on this where somebody almost wrecked getting onto the highway?  
Turned out to be the floormat. Oh wait, its never the driver's fault.



10-09-2007, 08:56 AM

#24

**Tom Roper**

New TN User

Join Date: Sep 2007  
Location: Denver  
Posts: 41  
Trader Rating: (0)



If the brakes won't overhaul the engine in a full-on emergency, it's the brakes that should be recalled. I've never heard of a stock engine so strong the brakes couldn't overpower it.



10-09-2007, 09:08 AM

#25

**RONE**

Official TN Member



Join Date: May 2007  
 Location: Manhattan, KS  
 Posts: 251  
 Trader Rating: (0)



10-09-2007, 09:40 AM

#26

**PiercedTiger**

One with the force



Join Date: Mar 2006  
 Location: Newark Valley, NY  
 Posts: 2,441  
 Trader Rating: (0)

Quote:

Originally Posted by **Janster** ✎


*They never mention anything about auto or manual in the video. And I'm sure...it could happen at anytime without warning depending on what the issue is (if there is actually an issue).*

*When I test drove a manual and I depressed the clutch - the rpm's never dropped. I didn't like it. That's why I got an Auto. Is there a reason why the rpm's don't drop?? Is there a reason why the Auto's lurch? Perhaps they ARE onto something.....*

*Who knows.... It's good to hear atleast they're looking into it.*

*Until the situation is figured out - fake or not - everyone should be aware and know what to do when (or if) it does occur. You can't take this stuff lightly. The first thing that comes to my mind.... Manual or Auto tranny....get the vehicle in Neutral and get yourself to the side of the road safely.*

*Obviously - if they do find something and issue a recall - every single person here is gonna beat down their doors and get things fixed regardless if you believe in it or not.*

I believe the RPMs don't drop immediately for emissions reasons. Burns the gas already in the cylinders or something... 

Either way, my point was that they don't increase like the truck is trying to race ahead with my clutch or shifter in neutral being the only thing preventing that. The truck has never tried to accelerate without my foot on the pedal doing it manually even with cruise on unless it's trying to meet the set point.

I think I'd notice if the thing was trying to redline itself (like in the video) when I shifted or clutched for a red light/stop sign/etc! ☹

Like the cruise shifting problem with autos it's probably another glitch with the computers controlling the auto tranny, fly-by-wire gas pedal, or cruise control. (Just guessing since the autos have a problem with CC, the infamous lurch, and now this.)



10-09-2007, 10:10 AM

#27

**demoncleaner**

Official TN Member



Join Date: Sep 2005  
 Location: NY  
 Posts: 628  
 Trader Rating: (0)



And this I-4News report brought to you by...

Your local Chevy dealers, who remind you that the 2008 Chevy Colorado is a truck, a truck that will not try to kill you. You can call Onstar if it does. For god's sake someone please buy one.



10-09-2007, 10:27 AM

#28

**Wartsnuff**

Official TN Member



Join Date: Aug 2007  
 Location: Winnipeg  
 Posts: 157  
 Trader Rating: (0)



^^^ thats good..

i have a 6spd.. and never had any issue's with rpms going crazy or cruise.

yea it hold the rpm when shifting.. i am sure its for emmissions.

i took me about a week to adjust my driving to compinsate for the late return to idle.

cheers  
 W

ARB Bull Bar, ARB Air Lockers Front & Rear, Weathertech floor mats, Kenwood DNX7100 Stereo/Nav head, Focal Speakers, Audison Amp. BFG's Ko's 265/75/R16

always remember Hammer Down 🛠



10-09-2007, 10:51 AM

#29

**Jamco6000**

Your mom?

dont our trucks have a gov that stops us at 110?

TOY-RQ-00024000



Join Date: Jul 2007  
Location: Southwest Louisiana  
Posts: 345  
Trader Rating: (0)

shift to nutral??? down shift?? e brake?  
I

06 Doublecab 4x4 Tacoma  
3 inch Toytec, Solobaric 15, 2 windshield wipers

<http://www.cardomain.com/ride/2682408>



Last edited by Jamco6000 : 10-09-2007 at 10:55 AM.

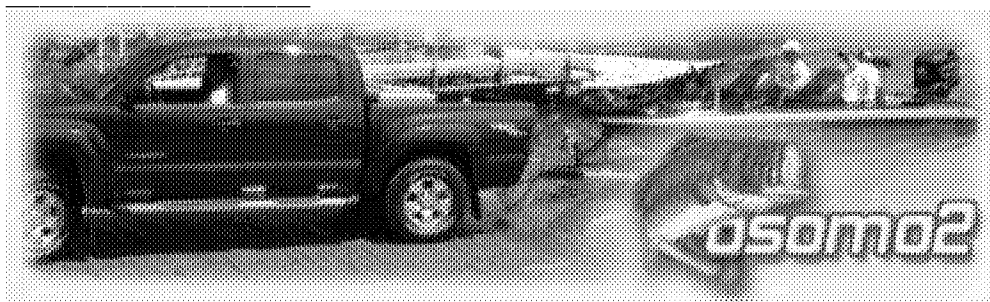


10-09-2007, 10:56 AM

#30

**osomo2**  
Official TN Member  
Join Date: Jun 2007  
Location: Chapin  
Posts: 70  
Trader Rating: (0)

Mine did this when i first got it I had set the cruise on say 60 and then I had to get around a slow car and i just accelerated without turning off the cruise and then when I tried to slow down to get off the interstate the cruise pickup like it was supposed to so I turned it off and magically it quit accelerating. I think this is getting blown way out of porportion.



TOY-RQ-00024001





Toyota Forums :: [Toyota Nation](#) > [Toyota Division Forums](#) > [Toyota Truck Forum](#) > [2005+ Tacoma](#)



**Current Bid: \$4,750.00**  
Toyota Fgc15 3000# Forklift  
Lp Powered , Hd ,auto



**Current Bid: \$44.95**  
Toyota Tacoma Stand-away Bug  
Shield Deflector 95-00



**Current Bid: \$23.99**  
Keyless Entry Remote For Toyota  
Tundra,celica 00-04w/p

[Ads by AuctionAds](#)

[« Previous Thread](#) | [Next Thread »](#)

**Posting Rules**

You **may not** post new threads  
You **may not** post replies  
You **may not** post attachments  
You **may not** edit your posts

vB code is **On**  
Smilies are **On**  
[IMG] code is **On**  
HTML code is **Off**

**Forum Jump**

2005+ Tacoma

Go

**Similar Threads**

Thread	Thread Starter	Forum	Replies	Last Post
<a href="#">Consumer Reports Names Tacoma "Most Satisfying"</a>	Xander Crews	2005+ Tacoma	32	09-23-2007 08:11 PM
<a href="#">( 2007 Tundra - USA Today ) + ( Tundra ~100% American )</a>	RAV4EVR	Toyota News	0	01-12-2007 02:58 PM
<a href="#">05-07 tacoma chain/suspension limit</a>	barmour	2005+ Tacoma	29	11-30-2006 01:37 PM
<a href="#">Pickup trucks What's the difference 2500HD vs 1500</a>	touringcamry	General Discussion	24	10-08-2005 11:12 PM
<a href="#">Toyota Unveils FTX Full-Size Hybrid Pickup Concept at 2005 CIAS!</a>	Ratko	Toyota News	7	03-03-2005 04:07 PM

Powered by [vBulletin](#) CMPS v3.0 RC2

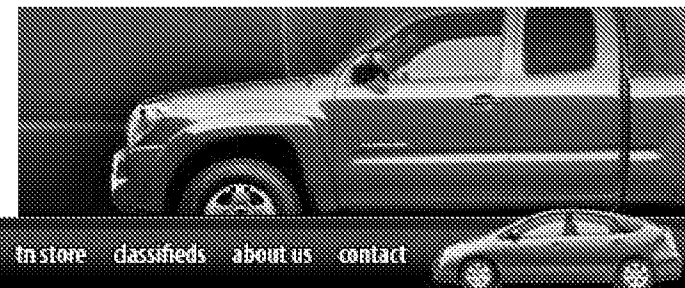
All times are GMT -5. The time now is 12:29 PM.

-- TN v4

[Contact Us](#) - [Toyota Nation](#) - [Archive](#) - [Top](#)

Powered by: [vBulletin](#)





home forum gallery vehicles instore classifieds about us contact

» Site Navigation

- » Homepage
- » Active Topics
- » Blogs
- » Vehicles
- » Photo Gallery
- » Forum
  - > User CP
  - > Go Supreme!
- » Vehicle Specific Sites
  - > Toyota FJ Cruiser
  - > Toyota Tundra
  - > Toyota Yaris

Links

- Ads by Google
- Toyota Hybrid
- Toyota Pickup
- Toyota SUV
- Toyota Vehicle
- Toyota Cars

» Log in

User Name:

Password:

Remember Me?

Not a member yet?  
[Register Now!](#)

Ads by Google Toyota Automobile Toyota Autos Toyota Convertible Toyota Coupe Toyota Hatchback

Toyota Forums :: Toyota Nation > Toyota Division Forums > Toyota Truck Forum > 2005+ Tacoma

### FYI: Feds To Inspect (Tacoma) Pickup Trucks

[Register](#) [Home](#) [Forum](#) [Gallery](#) [Active Topics](#) [Blogs](#)

User Name:   Remember Me?

Password:

**2005+ Tacoma** Discussion area for all the new Toyota Tacoma owners out there!

SHOPPING FOR A NEW TRUCK?  
**2007 PICKUP TRUCK GUIDE** [autoMedia.com](#) **ALL MODELS**

REVIEWS PRICING SPECS FEATURES OPTIONS SAFETY WARRANTY

www autoMedia.com

Feedback - Ads by Google



Page 3 of 7 < 1 2 3 4 5 6 7 > ▾

Thread Tools ▾ Display Modes ▾

10-09-2007, 11:07 AM

#31

#### TUSTaco

Prerunnin'

Join Date: Mar 2007  
Location: Tucson, AZ  
Posts: 295  
Trader Rating: (1)

I guess I don't have this lurch issue, or maybe I know how to drive my truck? Sure it might try to go forward a little bit if I'm being lazy with my foot on the brake and the A/C is on. But guess what? I'll just put my foot down harder and it won't move forward! What a concept!

This is just typical media blowing shit out of proportion and a guy that doesn't pay attention to his driving. Nothing more.


Quote:

Originally Posted by **JoeTaco** ✖  
*Wasn't there a thread on this where somebody almost wrecked getting onto the highway? Turned out to be the floormat. Oh wait, its never the driver's fault.*

Amen brother. 😊

TOY-RQ-00024004

CLICK HERE TO GET SUPREME!



LESS ADS  
 SUPREME MEMBER TAGS  
 INCREASED AVATAR SIZE  
 INCREASED SIGNATURE SIZE  
 INCREASED PM INBOX  
 CAN TURN OFF SIDEBAR  
 TN STORE DISCOUNTS



ARIZONATOYZ.COM

Last edited by TUSTaco : 10-09-2007 at 11:09 AM.

Sponsors



10-09-2007, 11:11 AM

#32

**sechsgang**

New TN User

Join Date: Oct 2007  
 Location: Olympia, WA  
 Posts: 39  
 Trader Rating: (0)

What gets me is when they claim that the truck keeps on accelerating when the brake is applied. That does not sound right, unless the brakes fail at the same time when this acceleration happens. Very, very unlikely.

It sounds to me like somebody is stepping on the gas, thinking it's the brake. Really, that is my only explanation for continued acceleration while "hitting the brakes".

I have a manual, and have had no problems with this. No cruise control issues, and no lurching.



10-09-2007, 11:14 AM

#33

**Jarhead57**

New TN User

Join Date: Mar 2007  
 Location: Grants Pass, Oregon  
 Posts: 29  
 Trader Rating: (0)

Guess their keys don't work either? Even IF it was a problem, anyone that would let it get that out of control and crash without turning it off, take it out of gear, etc...is not too bright.

**'07 Taco Impulse Red DCab Short Bed SR5 V6 5spd Auto 4x4 TRD Offroad Pkg Tow Pkg, Locking Diff, VSC, DAC, DRL, 16" Alloy Wheels, Curtain & Seat side airbags SnugTop, WeatherTech Floorliners & Vent Visors , Pop&Lock, TRD Seat covers, AVS Bugflector II, Westin Nerf bars**



10-09-2007, 12:16 PM

#34

**tacomaoffroad**

it is possible that the guy who rolled his tacoma turned off the truck which caused the

TOY-RQ-00024005

Ads by Google

**Fj cruiser atlanta**

The Convenient Way To Buy a Car Home Delivery or Pickup Today  
www.AutoNationDirect.com

**Used Cars For Sale**

Compare cars side by side and narrow your choices - Fast & Easy.  
Toyota.AutoExtra.com

**DiscountToyotaParts.com**

Save Money - Factory Direct original Auto Parts  
www.discounttoyotaparts.com

**Toyota Tacoma**

Sitio oficial de Toyota. Vea fotos, precios, ofertas y más.  
www.toyota.com/espanol

**Find Overstocked Dealers**

Save Thousands When Car Dealers Are Overstocked in Your Area!  
DealersOverstocked.com

**Ebay Auctions**

Official TN Member

Join Date: May 2007  
Location: jax  
Posts: 391  
Trader Rating: (0)

steering to lock up and loose control. he didn't mention that and i wouldn't mention that if i wanted \$31,000 back. i still have the original all weather mats, im gonna look at them later on today and troubleshoot it, but it seems pretty impossible to me. yes, cruise control is funky on this truck, it does accelerate more than it should when goin on a hill. i remember wheni was goin about 70 up a little hill, it accelerated up to 75, so i just turned it off and it slowed down. i have the normal a/c lurch problem, but if this ever happened to me, i would definatley not turn off the truck... big NO NO, throw it in nuetral and when u get to the side, then turn it off.

New Rig - 2007 Taco Silver Double Cab 4x4 TRD Offroad Auto, 3 inch Toytec w/885's, Custom Slider's, 265/75/r16 Cooper Discoverer STT



<http://www.cardomain.com/ride/2593239>



10-09-2007, 12:24 PM

#35

**sechsgang**

New TN User

Join Date: Oct 2007  
Location: Olympia, WA  
Posts: 39  
Trader Rating: (0)

Quote:

yes, cruise control is funky on this truck, it does accelerate more than it should when goin on a hill. i remember wheni was goin about 70 up a little hill, it accelerated up to 75, so i just turned it off and it slowed down.

Not for me. I do that every day going to work. Very steep hill. Speed is dead on, and does not over accelerate. Is that because I have a manual? Hard to believe that that's the case. I even towed my camper over the cascade mountain range this summer, and was on cruise the whole way up. No issues, no over acceleration, it works just perfect.

I now watched the video. That is very bad reporting. The right questions were never asked. What a joke.

Last edited by sechsgang : 10-09-2007 at 01:22 PM.



10-09-2007, 12:36 PM

#36

well good thing i got the four cylinder...if it did floor itself it would take about 3 minutes to

TOY-RQ-00024006



Current Bid: \$23.99

Keyless Entry Remote For Toyota Tundra,celica 00-04w/p



Current Bid: \$24.95

Bomz 00 01 02 03 04 05 Toyota Celica Gts Ram Air Intake



Current Bid: \$4.99

Super White Xenon Hid Light Bulbs 9006 Toyota Celica 99

Ads by AuctionAds

**TacoStuffer**

New TN User

Join Date: Aug 2007  
Location: upstate NY  
Posts: 4  
Trader Rating: (0)



get to a dangerous speed 🤔



10-09-2007, 12:40 PM

#37

**sechsgang**

New TN User

Join Date: Oct 2007  
Location: Olympia, WA  
Posts: 39  
Trader Rating: (0)



Quote:

well good thing i got the four cylinder...if it did floor itself it would take about 3 minutes to get to a dangerous speed

Yeah, and you could use that time and jump .... 🤔

Yes, you are lucky. Our V6 engines are sooooo strong that no amount of breaking pressure will slow it down, no, the engine keeps on accelerating. You won't even feel that brakes are applied. That's how powerful the V6 is. 🤔👍👍👍

Last edited by sechsgang : 10-09-2007 at 12:44 PM.



10-09-2007, 12:46 PM

#38

**RONE**

Official TN Member



Join Date: May 2007  
Location: Manhattan, KS  
Posts: 251  
Trader Rating: (0)

Quote:

Originally Posted by **tacomaoffroad** ✎  
*it is possible that the guy who rolled his tacoma turned off the truck which caused the steering to lock up and loose control. he didn't mention that and i wouldn't mention that if i wanted \$31,000 back. i still have the original all weather mats, im gonna look at them later on today and troubleshoot it, but it seems pretty impossible to me. yes, cruise control is funky on this truck, it does accelerate more than it should when goin on a hill. i remember wheni was goin about 70 up a little hill, it accelerated up to 75, so i just turned it off and it slowed down. i have the normal a/c lurch problem, but if this ever happened to me, i would definatley not turn off the truck... big NO NO, throw it in nuetral and when u get to the side, then turn it off.*

No, no, no. As long as you don't turn the key completely off (just turn it back to accessory) the steering doesn't lock. Check it out yourself (in your driveway without moving because I assume no responsibility for the validity of my statement).



TOY-RQ-00024007

10-09-2007, 12:52 PM

#39

**PiercedTiger**

One with the force



Join Date: Mar 2006  
 Location: Newark Valley, NY  
 Posts: 2,441  
 Trader Rating: (0)

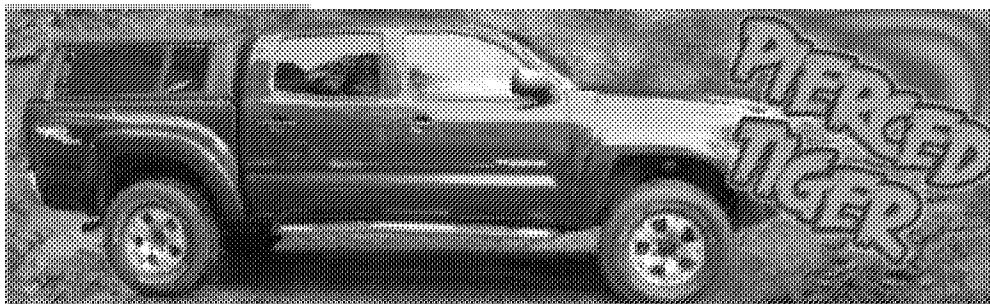
Quote:

Originally Posted by **sechsgang** ✖  
*Not for me. I do that every day going to work. Very steep hill. Speed is dead on, and does not over accelerate. Is that because I have a manual? Hard to believe that that's the case.  
 I even towed my camper over the cascade mountain range this summer, and was on cruise the whole way up. No issues, no over acceleration, it works just perfect.  
 I agree, turning the truck off with the key may not be the best idea.*

*I now watched the video. That is very bad reporting. The right questions were never asked. What a joke.*

Yeah, the manuals are fine. The autos apparently downshift more than one gear and launch forward to get back up to the set point.

That's why I like manuals... The sunbitch will NEVER change gears without my permission (as long as nothing is broken). 🙄🙄



^sig by Sock  
 Toytec 3" lift & AAL, 285/75r16 Kumho Road Venture  
 DTRL, Fog Light, locker & diff breather mods, Bestop Supertop, Hi-Lift mount, hood struts, reinforced tailgate, BHLM  
<http://www.cardomain.com/ride/2304924/1>



10-09-2007, 12:56 PM

#40

**TUSTaco**

Prerunnin'

Join Date: Mar 2007  
 Location: Tucson, AZ  
 Posts: 295  
 Trader Rating: (1)

No, RONE you're right. It doesn't lock if its in ACC. You'd just have to drive without power steering. Not impossible, just difficult. Hey they did it in the old days! Hell I did it when I used to be a ramp agent for a major airline. Driving little non-power steering baggage tugs around. 🙄

TOY-RQ-00024008

Last edited by TUSTaco : 10-09-2007 at 12:58 PM.



10-09-2007, 01:18 PM

#41

**tacomaoffroad**

Official TN Member

Join Date: May 2007  
 Location: jax  
 Posts: 391  
 Trader Rating: (0)



damn ur right, im used to my old gm. lol



10-09-2007, 01:36 PM

#42

**sechsgang**

New TN User

Join Date: Oct 2007  
 Location: Olympia, WA  
 Posts: 39  
 Trader Rating: (0)



If somebody could just explain to me how in this world the truck does not slow down with the brakes applied.

Does the engine really want to stick it to them and secretly triple the horsepower in order to be able to overcome the applied brakes? That would allow for continued smooth acceleration.

I just don't get it. Brake failure?



10-09-2007, 01:55 PM

#43

**Janster**

Official TN Member

Join Date: Oct 2004  
 Location: Landisville, PA  
 Posts: 447  
 Trader Rating: (0)

Quote:

Originally Posted by **sechsgang**

*If somebody could just explain to me how in this world the truck does not slow down with the brakes applied.*

*Does the engine really want to stick it to them and secretly triple the horsepower in order to be able to overcome the applied brakes? That would allow for continued smooth acceleration.*

*I just don't get it. Brake failure?*

Knowing the tacoma brakes aren't as good as other vehicles I've been in.....

You're in a panic situation - engine is revving and you're gaining speed. You slam your foot on the brakes..... normal reaction but otherwise, most people can't think of how to control

TOY-RQ-00024009



things because the have no frigin idea what's going on.

Assuming after you slam on the brakes (and hard) - all those wonderful brake systems start to kick in..... ABS, EBD, XYZ, etc. Those braking systems are operated and programmed through the computer & all kinds of sensors. Who the hell knows how they're really controlled and if a 'computer malfunction' could cause a LESS than adequete braking function in a situation like that.

Either way - there's some serious things for them to look at. Not that I believe or disbelieve it. It's crazy.....

**All my children....**



"Jandy"



10-09-2007, 01:58 PM

#44

**JayDawg**

Christian youth pastor



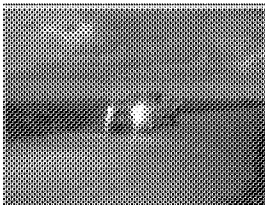
Join Date: Aug 2007  
 Location: Sterling, Co. via San Diego, Ca.  
 Posts: 46  
 Trader Rating: (0)

Quote:

Originally Posted by **Janster** ✎

*When I test drove a manual and I depressed the clutch - the rpm's never dropped. I didn't like it. That's why I got an Auto. Is there a reason why the rpm's don't drop?? Is there a reason why the Auto's lurch? Perhaps they ARE onto something.....*

I have an 07' with the 6 speed manual and I have noticed this too. My rpm's rarely drop when I push the clutch in or at least they are very slow to drop. At first I thought it was just my truck or me getting used to driving a stick again but I guess you have had this happen too.



Current:

2007 Tacoma TRD Off Road 4X4 extra cab.

My last one:

1997 Tacoma 4X4 extra cab. Off road tires, prerunner bumper, 4 PIAA 80 series off road

TOY-RQ-00024010

lights and a bunch of other little goodies.



10-09-2007, 01:59 PM

#45

**PiercedTiger**

One with the force



Join Date: Mar 2006  
Location: Newark Valley, NY  
Posts: 2,441  
Trader Rating: (0)

Most lawn mowers aren't powered steered either!



Page 3 of 7 < 1 2 3 4 5 6 7 > ▾



[Toyota Forums :: Toyota Nation](#) > [Toyota Division Forums](#) > [Toyota Truck Forum](#) > [2005+ Tacoma](#)



**Current Bid: \$12,300.00**  
Toyota : Tundra Sr5 Trd One  
Owner! Non-smoker! Double Cab!  
Fee Carfax!



**Current Bid: \$799.00**  
18 Wheels Chrome Tires Bmw  
Lexus Toyota Infiniti Rims



**Current Bid: \$24.95**  
Bomz 00 01 02 03 04 05 Toyota  
Celica Gt Ram Air Intake

[Ads by AuctionAds](#)

[« Previous Thread](#) | [Next Thread »](#)

**Posting Rules**

- You **may not** post new threads
- You **may not** post replies
- You **may not** post attachments
- You **may not** edit your posts

vB code is **On**  
Smilies are **On**  
[IMG] code is **On**

[Forum Jump](#)

TOY-RQ-00024011

HTML code is **Off**

2005+ Tacoma

**Similar Threads**

Thread	Thread Starter	Forum	Replies	Last Post
<a href="#">Consumer Reports Names Tacoma "Most Satisfying"</a>	Xander Crews	2005+ Tacoma	32	09-23-2007 08:11 PM
<a href="#">( 2007 Tundra - USA Today ) + ( Tundra ~100% American )</a>	RAV4EVR	Toyota News	0	01-12-2007 02:58 PM
<a href="#">05-07 tacoma chain/suspension limit</a>	barmour	2005+ Tacoma	29	11-30-2006 01:37 PM
<a href="#">Pickup trucks What's the difference 2500HD vs 1500</a>	touringcamry	General Discussion	24	10-08-2005 11:12 PM
<a href="#">Toyota Unveils FTX Full-Size Hybrid Pickup Concept at 2005 CIAS!</a>	Ratko	Toyota News	7	03-03-2005 04:07 PM

Powered by [vBadvanced](#) CMPS v3.0 RC2

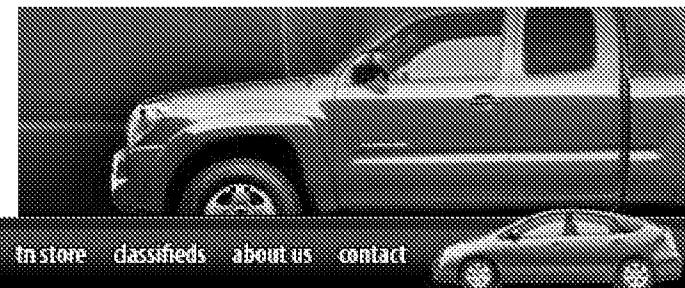
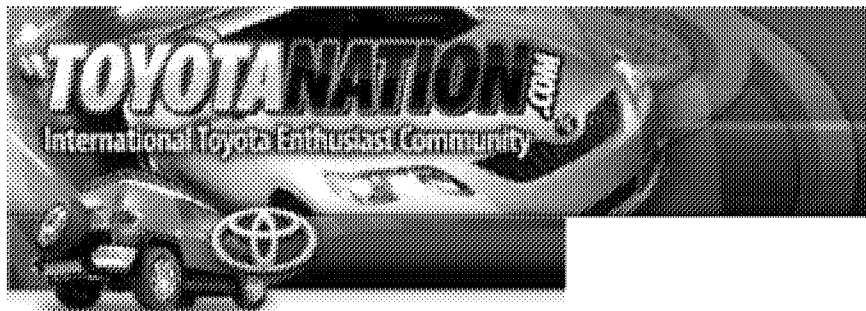
All times are GMT -5. The time now is 12:35 PM.

-- TN v4

[Contact Us](#) - [Toyota Nation](#) - [Archive](#) - [Top](#)

Powered by: [vBulletin](#)  
 Copyright ©2000 - 2007, Jelsoft Enterprises Ltd.  
 Page generated in **0.59778** seconds with **40** queries

TOY-RQ-00024012



home forum gallery vehicles instore classifieds about us contact

» Site Navigation

- » Homepage
- » Active Topics
- » Blogs
- » Vehicles
- » Photo Gallery
- » Forum
  - > User CP
  - > Go Supreme!
- » Vehicle Specific Sites
  - > Toyota FJ Cruiser
  - > Toyota Tundra
  - > Toyota Yaris

Links

- Ads by Google
- Toyota Hybrid
- Toyota Pickup
- Toyota SUV
- Toyota Vehicles
- Toyota Cars

» Log in

User Name:

Password:

Remember Me?

Not a member yet?  
[Register Now!](#)

Ads by Google Toyota Automobile Toyota Autos Toyota Convertible Toyota Coupe Toyota Hatchback

Toyota Forums :: Toyota Nation > Toyota Division Forums > Toyota Truck Forum > 2005+ Tacoma

### FYI: Feds To Inspect (Tacoma) Pickup Trucks

[Register](#) [Home](#) [Forum](#) [Gallery](#) [Active Topics](#) [Blogs](#)

User Name:   Remember Me?

Password:

**2005+ Tacoma** Discussion area for all the new Toyota Tacoma owners out there!

SHOPPING FOR A NEW TRUCK?  
**2007 PICKUP TRUCK GUIDE** [autoMedia.com](#) **ALL MODELS!**

REVIEWS PRICING SPECS FEATURES OPTIONS SAFETY WARRANTY

www autoMedia.com

Feedback - Ads by Google



Page 5 of 7 < 1 2 3 4 5 6 7 > ▾

Thread Tools ▾ Display Modes ▾

10-09-2007, 04:53 PM #61

**Isocoee**  
Lazy Burn

Join Date: Mar 2007  
Location: Metairie  
Posts: 26  
Trader Rating: (0)



They can inspect my truck over my cold dead body.



10-09-2007, 05:24 PM #62

**PiercedTiger**  
One with the force




Join Date: Mar 2006  
Location: Newark Valley, NY

I know I've driven other cars that lurched at red lights, but they were set to idle a little high. As in, they would do 20-30mph and shift to 2nd or 3rd on idle. ☹ Maybe that's a problem with this truck?

TOY-RQ-00024013

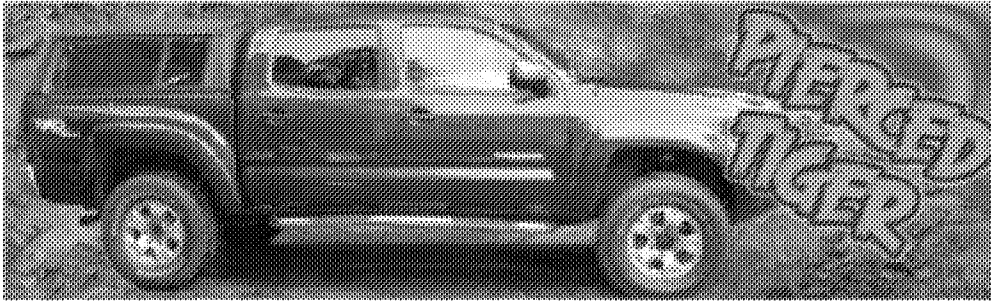
CLICK HERE TO GET SUPREME!



- LESS ADS
- SUPREME MEMBER TAGS
- INCREASED AVATAR SIZE
- INCREASED SIGNATURE SIZE
- INCREASED PM INBOX
- CAN TURN OFF SIDEBAR
- TN STORE DISCOUNTS

Sponsors

Posts: 2,441  
 Trader Rating: (0)



^sig by Sock  
 Toytec 3" lift & AAL, 285/75r16 Kumho Road Venture  
 DTRL, Fog Light, locker & diff breather mods, Bestop Supertop, Hi-Lift mount, hood struts,  
 reinforced tailgate, BHLM  
<http://www.cardomain.com/ride/2304924/1>



10-09-2007, 05:36 PM

#63

**spag**  
 Official TN Member  
 Join Date: Jan 2006  
 Location: San Diego, CA  
 Posts: 107  
 Trader Rating: (0)

Complete idiot drivers. There is no vehicle on the road today that will not stop if you put on the brakes, even with the engine floored.



10-09-2007, 05:56 PM

#64

**Mandy3206**  
 FREE CITIZEN  
 Join Date: Nov 2006  
 Location: San Juan, Puerto Rico  
 Posts: 151  
 Trader Rating: (0)



I got the 06 manual 6spd and use the CC all the time without any problems at all, in fact it's the best and most accurate CC I've ever used, it'll stay right on the speed I set all the time, flat, uphill or downhill, it will resume as expected and disengage when the brake or throttle pedal are depressed.

I don't like the ABS, never have, totaled a brand new Sonoma with 2K miles on it in 99' due to ABS malfunction and my ex ranger worked OK with the ABS light on, when the light got off, all kinds of spooky shit happened to the brakes. My taco ABS is yet to fail me, but I'm biased a bit and would prefer not to have it at all. I hate the rumbling of the front end and the jumping of the brake pedal when the ABS is doing it's thing, also when I hit a pothole, something grunts and overrevs in the front end, I believe it's the ABS.

I don't think that there's an issue, probably some yellow press trying to sell some papers or looking for audience

TOY-RQ-00024014

Ads by Google

**Used Cars For Sale**

Compare cars side by side and narrow your choices - Fast & Easy.  
Toyota.AutoExtra.com

**Toyoda Pickup Truck**

Instant Truck Invoice Pricing You Could Save on a New Truck!  
www.CarsBelowInvoice.com

**Want an FJ Cruiser?**

Search Atlanta-Area Inventories Find a Deal on an FJ Cruiser Online  
www.AutoNationDirect.com

**Find Overstocked Dealers**

Save Thousands When Car Dealers Are Overstocked in Your Area!  
DealersOverstocked.com

**Online Repair Manuals**

Access Leading Online Factory Repair Information From ALLDATA  
www.alldatadiy.com

Ebay Auctions



10-09-2007, 06:00 PM

#65

**Jeddak**

Official TN Member



Join Date: Jun 2007  
Location: Alaska  
Posts: 147  
Trader Rating: (0)



10-09-2007, 06:06 PM

#66

**ForTech**

Coma Nut

Join Date: Jan 2007  
Location: Newfoundland and Labrador, Canada  
Posts: 277  
Trader Rating: (0)

Quote:

Originally Posted by **spag** ✪  
*Complete idiot drivers. There is no vehicle on the road today that will not stop if you put on the brakes, even with the engine floored.*

With a complete throttle by wire system I would not be so sure. Remember the "No Start TSB"? Problem was with the ECU programming, not starter/battery. An ECU can be programmed to release brakes if gas pedal is activated, and brake pedal is still down. It is conceivable that Toyota's "Fuzzy logic" circuitry is just a little bit too fuzzy. How often to you have to reboot your computer because it hangs? ECU is just a computer. It might not run Microsquash bloatware, but it still susceptible to code-writing errors.

2005 DC V6 SR5 TRD 4x4 OR Auto, Tow package, Superwhite, bodyside molding, Lund Roll-Up cover.

Quote:

Originally Posted by **Jeddak** ✪  
*Every single day my truck "lurches" while I sit at the stop light. Sometimes as much as on inch or two. It did this morning, twice. The temperature outside is 28 degrees, so A/C has been off for a month now. I do not "baby" the brake, it still lurches. My Mitsubishi did not do it, my Isuzu did not do it. My farther-in-law has owned over 80 cars in his lifetime (he likes to trade, I saw his list when he had 64 cars, and it was a while back ), and I can't remember him ever mentioning "lurching" with any of his cars.*

*Toyota pooped a big one this time, and they better own up to it. I did file a complain with NHTSA about it.*

Do you have your vents set to the windshield defrost (all the way to the right)? If you do, AC is engaged in this setting - even if the AC button isn't lit. I had a bad bearing in my AC compressor last winter. Believe me when I say the AC is engaged with this setting. One hell of a noise!

I've always been in the habit of placing my vehicle in Neutral when waiting at a stoplight - manual or automatic. I didn't do it this morning however as the light was seconds from changing. the truck wasn't up to normal operating temp, and I had the heater set on the

TOY-RQ-00024015



**Current Bid: \$84.99**

96-00 Toyota  
4runner 4  
Runner Smoke  
Altezza Tail  
Lights



**Current Bid: \$24.95**

Bomz 93 94 95  
96 97 Toyota  
Corolla Air  
Intake  
1993-1997



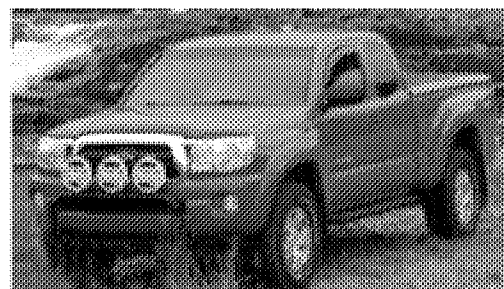
**Current Bid: \$34.50**

Toyota Celica  
90 91 92 93 94  
95 96 97  
Keyless Remote

Ads by AuctionAds

TOY-RQ-00024016

defrost mode. When the AC compressor engaged, the truck crept and inch or two - but I wasn't heavy on the brake either as I expected the light to change at any moment and I was late picking up a coworker.



**2005 Tacoma TRD Off Road 4x4 Access Cab**

Last edited by ForTech : 10-09-2007 at 06:13 PM.



10-09-2007, 06:17 PM

#67

**Jeddak**

Official TN Member



Join Date: Jun 2007  
Location: Alaska  
Posts: 147  
Trader Rating: (0)

Quote:

Originally Posted by **ForTech** ✎  
*Do you have your vents set to the windshield defrost (all the way to the right)? If you do, AC is engaged in this setting - even if the AC button isn't lit. I had a bad bearing in my AC compressor last winter. Believe me when I say the AC is engaged with this setting. One hell of a noise!*

You might be onto something there. I usually keep switch at windshield/floor mark (second from the right, IIRC), and have A/C off.

Last edited by Jeddak : 10-09-2007 at 06:23 PM.



10-09-2007, 06:22 PM

#68

**dl1027**

Official TN Member

Join Date: Oct 2006  
Location: Galt, CA  
Posts: 250  
Trader Rating: (0)

Quote:

Originally Posted by **PiercedTiger** ✎  
*I know I've driven other cars that lurched at red lights, but they were set to idle a little high. As in, they would do 20-30mph and shift to 2nd or 3rd on idle. 🙄 Maybe that's a problem with this truck? 🙄*

That's been my suspicion about the lurch all along that the idle increase when the ac kicks in is excessive. Somebody ended up saying it was caused by low tranny oil. Oh well, I have

learned to live with the lurch. I have noticed quite a few times when I'm cruising and coming to a stop sign and I release the accelerator the damn thing does not want to slow down as much as I think it should and I have to slam the brakes on. It's like a compensation has kicked in when the rpms drop to idle and tries to kick it up. It's like the damn thing has somewhat a mind of it's own. My opinion? Toyota needs to come up with an updated ECU program for these trucks.

Luckily I don't use the cruise control or I might be ending up down an embankment too.

Silver '07 Double Cab Prerunner shortbed with V6, Auto, SR5, Tow Package and LSD.



10-09-2007, 06:27 PM

#69

**SJlittlefoot**

@ Sharks!!!



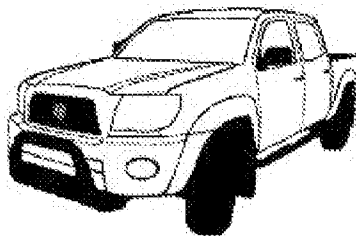
Join Date: Feb 2006  
 Location: San Jose, CA  
 Posts: 1,184  
 Trader Rating: (3)

my mom's nissan quest lurches like a SOB, My tacoma does once in a blue moon but honestly i just press the pedal harder and it stops moving, not a big deal, compared to my mom's quest it's nothing. I'll never rear end someone because i just plain give people gap, at least two feet and it never happens now cause i started stepping on the pedal like a man.

I'm almost sure the lurch and these outta control tacoma's are completely unrelated problems. One is just a minor inconvenience and the other i'm almost sure is driver error. Again people still complain about tacoma's "mushy" brake pedal, it's not unlikely that these people just thought they were hitting the brakes but were actually hitting the gas. And like people have stated once you start panicking you don't think straight, it would only makes sense to them to keep pressing the "brake" even if it was infact the gas.

Think about it, "truck wants to accelerate to 120" "floored the brake and no response" sorry but that sounds just like a person flooring a gas pedal instead of a brake pedal.

06 Tacoma D-cab Prerunner TRD Off-Road



<http://www.cardomain.com/ride/2284057>



10-09-2007, 06:39 PM

#70

**PiercedTiger**

One with the force

^ Or these geniuses that drive with the right foot on the gas, left foot on the brake, and hit both at once! 🤪

TOY-RQ-00024017





Join Date: Mar 2006  
 Location: Newark Valley, NY  
 Posts: 2,441  
 Trader Rating: (0)

My driver's ed teacher in highschool used a stick to mash the gas and force us to stop the car (like if the pedal got stuck). No, the car didn't stop right away, but it didn't go to 120 either. Then again, it WAS a POS car without much power.

We also had to turn the key off, make a 90\* turn without power steering, then stop with the ebrake since the power brakes were gone. Maybe this should be mandatory for all drivers!  
 ☹️ We also had an emergency stop test where a couple people hit both pedals and missed the mark by A LOT! But it was an open road with nothing serious to go wrong. Same situation when you NEED to stop could have serious results.



10-09-2007, 06:51 PM

#71

**Mandy3206**

FREE CITIZEN

Join Date: Nov 2006  
 Location: San Juan, Puerto Rico  
 Posts: 151  
 Trader Rating: (0)



IMO, if I was so concerned about the safety of my truck I would sell it ASAP and get another brand and not bitch about it but keep using the truck.

Some folks sound like they're waiting for an accident to happen, so they can sue Toyota, IMO if it doesn't feel safe, make a complaint to Toyota, get rid of the vehicle ASAP and with a new brand vehicle forget about the shady days that they owned a Tacoma, my family safety and mine aren't worth risking in a defective vehicle.

I for one, will keep mine until I feel something is really wrong with it.

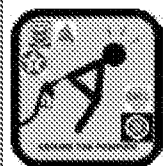


10-09-2007, 07:05 PM

#72

**viper-2**

Carolina Alliance

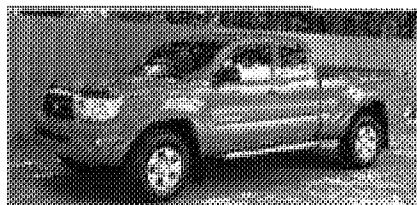


Join Date: Jul 2007  
 Location: Charleston, SC  
 Posts: 16  
 Trader Rating: (0)

Quote:





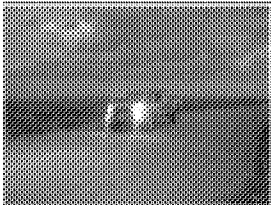



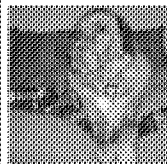
Originally Posted by **SJlittlefoot** ↗  
*\$10 says these people mistook the gas for the brake.*

Hear, hear! 🙌🙌



07 Access Cab PreRunner

TOY-RQ-00024018

	
<p>10-09-2007, 07:22 PM <span style="float: right;">#73</span></p> <p><b>JayDawg</b> Christian youth pastor</p>  <p>Join Date: Aug 2007 Location: Sterling, Co. via San Diego, Ca. Posts: 46 Trader Rating: (0)</p> 	<p>Maybe some of these trucks are just angry because their owners don't off road them enough???</p>  <p>Current: 2007 Tacoma TRD Off Road 4X4 extra cab. My last one: 1997 Tacoma 4X4 extra cab. Off road tires, prerunner bumper, 4 PIAA 80 series off road lights and a bunch of other little goodies.</p> 
<p>10-09-2007, 07:55 PM <span style="float: right;">#74</span></p> <p><b>f1skibum</b> New TN User</p> <p>Join Date: Jul 2007 Location: St Marys, Ont , Canada Posts: 3 Trader Rating: (0)</p> 	<p>Sounds like GM trying to upset Toyota. Remember the Audi news report on unexpected acceleration? It was driver error all along.</p> 
<p>10-09-2007, 08:06 PM <span style="float: right;">#75</span></p> <p><b>WilsonTheDog</b> The Dawg</p>  <p>Join Date: Jul 2007 Location: Murrells Inlet SC Posts: 263 Trader Rating: (0)</p>	<p>^Yes, I remember it well. Dad had an Audi company car at the time. Motor Trend mentions it here: <a href="http://www.motortrend.com/roadtests/...e/history.html">http://www.motortrend.com/roadtests/...e/history.html</a></p> <p><a href="http://books.google.com/books?id=TtY...viVQ#PPA427,M1">http://books.google.com/books?id=TtY...viVQ#PPA427,M1</a></p> <p><b>Eric</b> <b>2007 Toyota Tacoma</b> PreRunner SR5 V6 DC/SB</p>

TOY-RQ-00024019



[POST REPLY](#)

Page 5 of 7 < 1 2 3 4 5 6 7 > ▾



[Toyota Forums :: Toyota Nation](#) > [Toyota Division Forums](#) > [Toyota Truck Forum](#) > [2005+ Tacoma](#)



**Current Bid: \$799.00**  
18 Wheels Chrome Tires Bmw  
Lexus Toyota Infiniti Rims



**Current Bid: \$34.50**  
New Toyota Avalon 95 96 97  
Keyless Entry Remote Fob



**Current Bid: \$45.00**  
Obx 98-01 Toyota Corolla  
Silicone Radiator Hose Set

[Ads by AuctionAds](#)

[« Previous Thread](#) | [Next Thread »](#)

*Posting Rules*

- You **may not** post new threads
- You **may not** post replies
- You **may not** post attachments
- You **may not** edit your posts

- vB code is **On**
- Smilies are **On**
- [IMG] code is **On**
- HTML code is **Off**


Forum Jump

2005+ Tacoma

Similar Threads

Thread	Thread Starter	Forum	Replies	Last Post
<a href="#">Consumer Reports Names Tacoma "Most Satisfying"</a>	Xander Crews	2005+ Tacoma	32	09-23-2007 08:11 PM
<a href="#">( 2007 Tundra - USA Today ) + ( Tundra ~100% American )</a>	RAV4EVR	Toyota News	0	01-12-2007 02:58 PM
<a href="#">05-07 tacoma chain/suspension limit</a>	barmour	2005+ Tacoma	29	11-30-2006 01:37 PM
<a href="#">Pickup trucks What's the difference 2500HD vs 1500</a>	touringcamry	General Discussion	24	10-08-2005 11:12 PM
<a href="#">Toyota Unveils FTX Full-Size Hybrid Pickup Concept at 2005 CIAS!</a>	Ratko	Toyota News	7	03-03-2005 04:07 PM

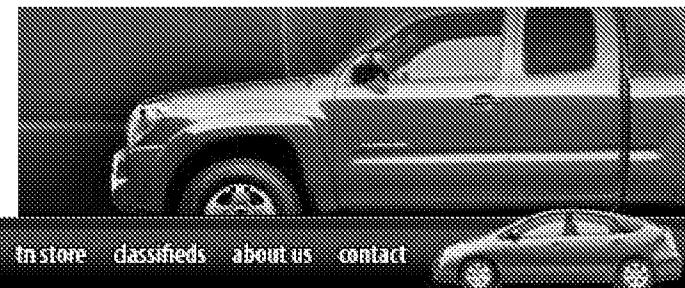
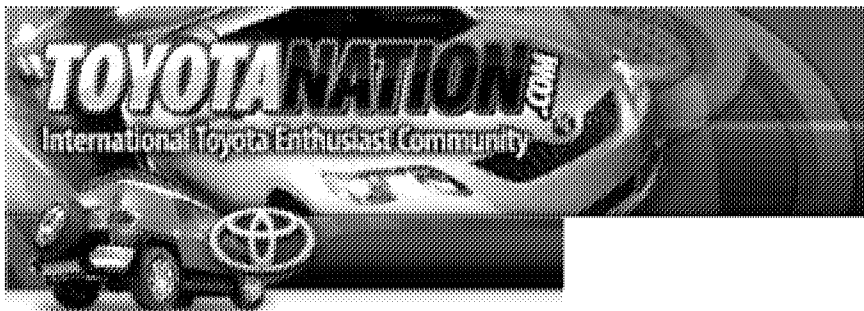
All times are GMT -5. The time now is 12:43 PM.

-- TN v4 

[Contact Us](#) - [Toyota Nation](#) - [Archive](#) - [Top](#)

Powered by: vBulletin  
Copyright ©2000 - 2007, Jelsoft Enterprises Ltd.  
Page generated in 0.20955 seconds with 40 queries

TOY-RQ-00024021



home forum gallery vehicles for sale classifieds about us contact

» Site Navigation

- » Homepage
- » Active Topics
- » Blogs
- » Vehicles
- » Photo Gallery
- » Forum
  - > User CP
  - > Go Supreme!
- » Vehicle Specific Sites
  - > Toyota FJ Cruiser
  - > Toyota Tundra
  - > Toyota Yaris

Links

Ads by Google

- Toyota Hybrid
- Toyota Pickup
- Toyota SUV
- Toyota Vehicle
- Toyota Cars

» Log in

User Name:  
  
 Password:  
  
 Remember Me?

Not a member yet?  
[Register Now!](#)

» Ads by Google Toyota Automobile Toyota Autos Toyota Convertible Toyota Coupe Toyota Hatchback

Toyota Forums :: Toyota Nation > Toyota Division Forums > Toyota Truck Forum > 2005+ Tacoma

### FYI: Feds To Inspect (Tacoma) Pickup Trucks

[Register](#) [Home](#) [Forum](#) [Gallery](#) [Active Topics](#) [Blogs](#)

User Name:   Remember Me?  
 Password:

**2005+ Tacoma** Discussion area for all the new Toyota Tacoma owners out there!

SHOPPING FOR A NEW TRUCK?  
**2007 PICKUP TRUCK GUIDE** [autoMedia.com](#)  
 ALL MODELS  
[REVIEWS](#) [PRICING](#) [SPECS](#) [FEATURES](#) [OPTIONS](#) [SAFETY](#) [WARRANTY](#)

www autoMedia.com

Feedback - Ads by Google



Page 7 of 7 << First < 3 4 5 6 7 ▾

Thread Tools ▾ Display Modes ▾

Yesterday, 03:48 PM

#91

**HumphryQuintley**  
the other, other white me



Join Date: Feb 2007  
Location: Calgary, yep Canada  
Posts: 9  
Trader Rating: (0)


Quote:

Originally Posted by **ForTech** »  
*I've always been in the habit of placing my vehicle in Neutral when waiting at a stoplight - manual or automatic. I didn't do it this morning however as the light was seconds from changing. the truck wasn't up to normal operating temp, and I had the heater set on the defrost mode. When the AC compressor engaged, the truck crept and inch or two - but I wasn't heavy on the brake either as I expected the light to change at any moment and I was late picking up a coworker.*

Agreed, I notice this "lurch" when i am pressing the peddle like a girl. I might be thinking about something else or singing along to my kick-ass tunes and then I notice my truck crawl forward. Woops, my face turns red and I PUSH DOWN ON THE BRAKE PEDDLE WITH ENOUGH FORCE TO STOP THE IDLE FROM MOVING ME FORWARD. I admit I do have to push harder on the brake peddle than i did with my manual 3rd gen 4runner. Gee...

TOY-RQ-00024030

CLICK HERE TO GET SUPREME!



- LESS ADS
- SUPREME MEMBER TAGS
- INCREASED AVATAR SIZE
- INCREASED SIGNATURE SIZE
- INCREASED PM INBOX
- CAN TURN OFF SIDEBAR
- TA STORE DISCOUNTS

Sponsors

I too have had my floor mat catch the bottom of my gas peddle. Hasn't caused me to pile the truck into an immovable object yet, but I'll keep my fingers crossed for my own sake! 🙏

The cruise control occasionally needs to be "reset". I have driven about 30,000 km in the last 11 months, most of it on cruise control and I notice if I make changes to it's settings and make it cancel and resume a bunch of times without turning it right off it can be a little temperamental and "grumpy".

I think there are too many people trying to get money out of someone else for their own stupidity. If you admit that you might have pushed the gas instead of brake YOU AIN'T GETTING A DIME! So blame it on someone else and get your lawyer to fight until you win.



Yesterday, 03:58 PM #92

**Mandy3206**  
FREE CITIZEN

Join Date: Nov 2006  
Location: San Juan, Puerto Rico  
Posts: 151  
Trader Rating: (0)



Anther reason for not having the auto trans, the infamous lurch 😬😬

I love my 6spd stick 🙏🙏🙏



Yesterday, 04:02 PM #93

**SJlittlefoot**  
Go Sharks!!!



Join Date: Feb 2006  
Location: San Jose, CA  
Posts: 1,184  
Trader Rating: (3)

Quote:

Originally Posted by **burnout** ✨  
*Driving on my way home yesterday, I pulled into an empty left hand turn lane and hit the gas to try and make the arrow before it changed. When I applied the brakes to slow before making the turn the truck continued to accelerate on me. I stood on the brakes while the engine was racing, reached down with my left hand and pulled my floor mat back while making the turn. The hooks on my all weather mats are broken and they slide forward. The gas pedal got hung up. What a rush.*

same thing happened in my Eagle talon, except it caught my clutch pedal and i couldn't accelerate, i just put my foot under the pedal and forced it up. Needless to say i threw out those floor mats as soon as i got home. I know on a toyota corolla the way they designed that center console my right shoe would get stuck while in the accelerator, first time that happened i was actually a student driver and got scared outta my fucking mind. Still doesn't change that fact that i believe these incidents are merely driver error. LOL another reason to get Weathertech's!! 🙏

Ads by Google

**Toyota of Bowie**

MD DC VA Area Toyota Dealership Browse Online Today!  
www.ToyotaOfBowie.com

**DiscountToyotaParts.com**

Save Money - Factory Direct original Auto Parts  
www.discounttoyotaparts.com

**Want an FJ Cruiser?**

Shop Auto Nation Direct & Save Cash Find a Deal on an FJ Cruiser Today!  
www.AutoNationDirect.com

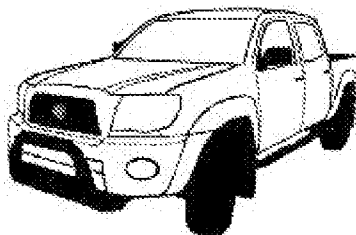
**Keyless Entry Remotes**

Factory automotive key remotes Free  
remotes Free Programming. Cheap!  
www.KeylessRemotesForLess.com

**Cheap Toyota at CarMax**

Actual Prices & Photos of Over 20,000 New & Used Vehicles Online  
www.carmax.com

06 Tacoma D-cab Prerunner TRD Off-Road



<http://www.cardomain.com/ride/2284057>



Yesterday, 10:04 PM

#94

**obwanconobe**

05TACO



Join Date: Oct 2006  
Location: Phoenix,AZ  
Posts: 117  
Trader Rating: (0)

my truck

Quote:

Originally Posted by **njmueller363** >  
*...not that it matters...but the white truck in the story had the black headlight mod....*

Yea someone noticed! That's my truck with the blacked out headlights (thanks beastbluetaco) and yes that me in the garage. There were 2 parts to the story, the second part last night and there is a clip of me pulling in my driveway and 2 others on the street in fron of my house. Jeremy, the reporter sent a camera guy out about a week ago because their station is a sister station of KTAR here in Phoenix.

Sorry no autographs at this time please!🙄🙄

**2005 4.0 White SR5 DC PreRunner - 6 spd A/T - Tow Pkg - Factory Fogs - Mods: Blackout Headlights - DTRL - Rear Crtsy Lites - Lighted Cup Holder - Custom Airbox - Map/Dome Lites - Custom Black Badges - Reversed Helper Coil Springs - Next: Upgrade Exhaust - New Bilstien 5100's - Bed Lights.**



Yesterday, 10:58 PM

#95

**Jredneck480**

GO GATORS!!

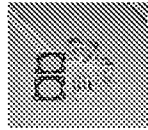


Join Date: Dec 2006

so what are they doing bout this now. it scares the crap out of me cause mine did it the other day.

Ebay Auctions

TOY-RQ-00024032



Current Bid: \$39.00

Tacoma Toyota  
Helix Throttle  
Body Spacer  
95-04 2.4 2.7

Location: Gainesville, Fl  
Posts: 564  
Trader Rating: (1)



Current Bid: \$592.00

Toyota Fj  
Cruiser Tacoma  
4runner Unichip  
#1020151

Yesterday, 11:39 PM

#96

**Jaime**

SHIFT this

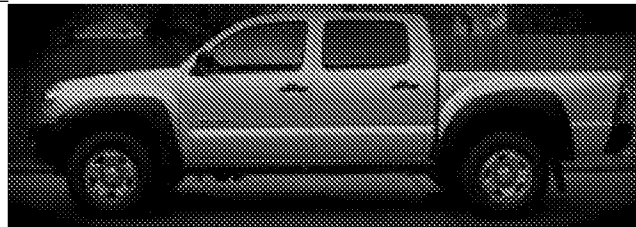


Join Date: May 2007  
Location: Boulder, CO  
Posts: 148  
Trader Rating: (4)

Quote:

Originally Posted by **Mandy3206** ♀  
*Anther reason for not having the auto trans, the infamous lurch☹☹*  
  
*I love my 6spd stick👍👍👍👍*

Amen brother



2007 Base 6spd 4x4



Current Bid: \$75.00

Toyota Fj  
Cruiser Side  
Sun Visor Shade  
New

Today, 03:30 AM

#97

**squiggy**

New TN User



Join Date: May 2006  
Location: Tustin, CA  
Posts: 25  
Trader Rating: (0)

This "lurch" has happened to me. I first just thought that it might have been the rough road I was on while braking. I hit the brakes before the stoplight but nothing happened but then finally caught..Kinda woke me up and was lkinda wondering what happened but thought nothing of it until I read this thread. I know for a fact that I did not step on the gas pedal. I thought that the "lurch" everyone was talking about was from sitting at idle with the A\C on...anyhow, hope they figure this out..but I still love my tacoma..

Mods: TRD Exhaust, Hood Struts, just waiting for more!

Ads by AuctionAds





Today, 10:28 AM

#99

**fritzthecat**

New TN User

Join Date: Apr 2007  
 Location: New Orleans  
 Posts: 6  
 Trader Rating: (0)

So there are 3 issues identified so far:  
 1- Lurch while being stopped.  
 2- No/Poor deceleration coming to a stop.  
 3- Uncontrolled acceleration (with brake failure).

I have a light case of #1. After 5k miles the lurch is barely noticable. But it does exist and should not occur.  
 I also experienced #2. Slowing down from 45mph the engine brakes and slows the truck down until suddenly at around 30 to 35mph the deceleration stops and the speed either stays constant or even increases a little. Brakes work normally but need to be pressed hard to slow down.  
 Nothing on #3 but if the ECU does suffer such a catastrophic failure to drive the engine to max throttle then is is quite possible the ABS braking system is affected too. And there is no way to stop a truck going full throttle with ABS engaged brakes.

Let's see what the Feds find out before calling all affected drivers idiots.

Fritz

Fritz the Cat  
 "Send Money, Women and Guns!"

-07 Prerunner Sport, AC, Indigo, Stock, lotsa payments.



Today, 11:01 AM

#99

**RONE**

Official TN Member



Join Date: May 2007  
 Location: Manhattan, KS  
 Posts: 251  
 Trader Rating: (0)

Quote:

Originally Posted by **fritzthecat** ↻  
*So there are 3 issues identified so far:  
 1- Lurch while being stopped.  
 2- No/Poor deceleration coming to a stop.  
 3- Uncontrolled acceleration (with brake failure).*

*I have a light case of #1. After 5k miles the lurch is barely noticable. But it does exist and should not occur.  
 I also experienced #2. Slowing down from 45mph the engine brakes and slows the truck down until suddenly at around 30 to 35mph the deceleration stops and the speed either stays constant or even increases a little. Brakes work normally but need to be pressed hard to slow down.*

TOY-RQ-00024034

*Nothing on #3 but if the ECU does suffer such a catastrophic failure to drive the engine to max throttle then is is quite possible the ABS braking system is affected too. And there is no way to stop a truck going full throttle with ABS engaged brakes.*

*Let's see what the Feds find out before calling all affected drivers idiots.*

*Fritz*

#2 - Is the truck downshifting at this point?

#3 - Put the truck in neutral, no more acceleration.



Today, 11:22 AM

#100

**TUSTaco**

Prerunin'

Join Date: Mar 2007  
Location: Tucson, AZ  
Posts: 295  
Trader Rating: (1)

I'm going to keep calling them idiots, until I hear some truth from this.



ARIZONATOYZ.COM



Today, 11:28 AM

#101

**PiercedTiger**

One with the force



Join Date: Mar 2006  
Location: Newark Valley, NY  
Posts: 2,442  
Trader Rating: (0)

Quote:

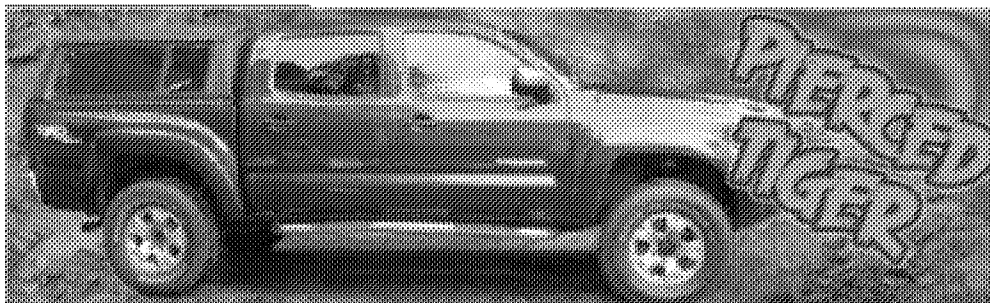
Originally Posted by **RONE** ✪  
#2 - *Is the truck downshifting at this point?*  
#3 - *Put the truck in neutral, no more acceleration.*

+1

Even if the ABS is affected neutral and minimal brake forces should slow and stop the truck

TOY-RQ-00024035

unless it's grossly overloaded or towing something. Even the ebrake is an option at that point. That's not electronically controlled or assisted in any way.



^sig by Sock  
Toyttec 3" lift & AAL, 285/75r16 Kumho Road Venture  
DTRL, Fog Light, locker & diff breather mods, Bestop Supertop, Hi-Lift mount, hood struts,  
reinforced tailgate, BHLM  
<http://www.cardomain.com/ride/2304924/1>



[Toyota Forums :: Toyota Nation](#) > [Toyota Division Forums](#) > [Toyota Truck Forum](#) > [2005+ Tacoma](#)



**Current Bid: \$47.00**  
New Front Bumper Cover 2001  
2002 01 02 Toyota Corolla



**Current Bid: \$23,995.00**  
Toyota : Tundra Sr5 2005 Double  
Cab Sr5 4x4 Short Bed Only 30k  
Miles Clean



**Current Bid: \$125.00**  
Toyota 4 Runner Pickup Addco  
Rear Sway Bar Rsb #382

Ads by AuctionAds

<< [Previous Thread](#) | [Next Thread](#) >>

Pasting Rules

- You **may not** post new threads
- You **may not** post replies
- You **may not** post attachments
- You **may not** edit your posts

TOY-RQ-00024036

vB code is **On**  
Smilies are **On**  
[IMG] code is **On**  
HTML code is **Off**

Forum Jump

2005+ Tacoma

**Similar Threads**

Thread	Thread Starter	Forum	Replies	Last Post
<a href="#">Consumer Reports Names Tacoma "Most Satisfying"</a>	Xander Crews	2005+ Tacoma	32	09-23-2007 08:11 PM
<a href="#">( 2007 Tundra - USA Today ) + ( Tundra ~100% American )</a>	RAV4EVR	Toyota News	0	01-12-2007 02:58 PM
<a href="#">05-07 tacoma chain/suspension limit</a>	barmour	2005+ Tacoma	29	11-30-2006 01:37 PM
<a href="#">Pickup trucks What's the difference 2500HD vs 1500</a>	touringcamry	General Discussion	24	10-08-2005 11:12 PM
<a href="#">Toyota Unveils FTX Full-Size Hybrid Pickup Concept at 2005 CIAS!</a>	Ratko	Toyota News	7	03-03-2005 04:07 PM

Powered by [vBadvanced](#) CMPS v3.0 RC2

All times are GMT -5. The time now is 01:09 PM.

-- TN v4

[Contact Us](#) - [Toyota Nation](#) - [Archive](#) - [Top](#)

Powered by: [vBulletin](#)  
Copyright ©2000 - 2007, Jelsoft Enterprises Ltd.  
Page generated in **0.41620** seconds with **32** queries

TOY-RQ-00024037

From: "Colacurcio, Joe" <Joe.Colacurcio@nielsen.com>.

Sent: 4/3/2008 4:17 PM.

To: [-] <greg\_bryan@toyota.com>; <gordon\_rush@toyota.com>.

Cc: [-] <Randy\_Wagner@toyota.com>; <Jeff\_Northrup@Toyota.com>; <craig\_erickson@toyota.com>; <matt\_allen@toyota.com>; <brian\_lyons@toyota.com>; <Howard\_Abrahams@toyota.com>; <michael\_jarboe@toyota.com>; <Russell\_Suzuki@toyota.com>; <ed\_quirk@toyota.com>; <mike\_pricer@toyota.com>; <charles\_lee@toyota.com>; <Mike\_Robinson@toyota.com>; <Randy\_Reida@toyota.com>; <Gary\_Heine@Toyota.com>; <Bob\_Nagai@toyota.com>; "Stephenson, Bill" <Bill.Stephenson@nielsen.com>; "Enzweiler, Julie" <Julie.Enzweiler@nielsen.com>; "Hamm, Scott" <Scott.Hamm@nielsen.com>; "Patak, Elizabeth" <Elizabeth.Patak@nielsen.com>.

Bcc: [-]

Subject: Toyota PQSS Executive Summary through March 29, 2008.

Hello,

Attached please find the Toyota Quality Executive Summary report reflecting data from March 16, 2008 – March 29, 2008. The reporting site (<http://toyota.reports.buzzmetrics.com/main.asp>) has also been updated with the latest information. This report contains multiple High Priority quality issues. Please note that no owner-defined Scion vehicle quality problems are prevalent during this two week time period.

Toyota

4Runner Current Generation

- Rattles
- Peeling Clear Coat/Rust

4Runner Previous Generation

- Engine Drivability Issues
- Vehicle Electrical Smoldering

Camry Current Generation

- V6 Transmission Issues
- 4-cylinder Transmission Flares
- Dashboard, Windshield Creak
- Engine Noise
- Vibration at Low Speeds, Turning
- Cam Timing Valve Assembly

Celica Overall

- Belt Tensioner
- Replacement Battery Issue

Corolla Current Generation (Redesigned 2009)

- Interior Rattles

Corolla Previous Generation

- Poor Fuel Economy
- Difficult/No-Start
- Rough Shifting/ECM
- Excessive Paint Chipping

#### Prius Current Generation

- Unintended Acceleration
- Traction Control Problems
- Stereo Static/Problems
- Headlight Problems
- Fueling Difficulties

#### Prius Previous Generation

- Intermittent No-Start & P3191/P3101 Codes

#### RAV4 Current Generation

- Excessive Wind Noise
- Peeling Paint
- VSC Light Illuminates at Stop Lights

#### Sequoia Current Generation (Redesigned 2008)

- Engine Whine NOT Stereo Speaker Static

#### Sienna Current Generation

- Excessive Engine Noise
- A/C Problem
- Wheel/Rim Rust Blisters

#### Tacoma Current Generation

- Clutch Problems
- Suspension Bottoms Out
- Bumper Rust

#### Tacoma Previous Generation

- Frame Rust

#### Tundra Current Generation

- Stiff Ride

- Engine Noise

- Bumper Rust

#### Yaris Overall

- Squeaking Brakes
- Clutch Problems

#### Lexus

##### Lexus ES 330

- Transmission Fluid Leak

##### Lexus ES 350

- Transmission Flare
- Engine Ticking
- Pre-Collision Radar System

##### Lexus GS 430 Overall

- Interior Rattles
- Slow Acceleration, Engine "Wheezing"

##### Lexus LS 460

- Excessive Wind Noise

Please feel free to contact us if you have any questions.  
Thanks,

Joe Colacurcio

Automotive Industry Analyst

Nielsen Online

The Nielsen Company

50 West RiverCenter Blvd.

Third Floor

Covington, KY41011

859.905.4936 voice

610.462.3048 mobile

[joe.colacurcio@nielsen.com](mailto:joe.colacurcio@nielsen.com)

[www.nielsen-online.com](http://www.nielsen-online.com)





April 3, 2008

## Internet Issue Summary

This report identifies potential issues related to Toyota, Lexus, and Scion vehicles. The vehicle models shown in this report have been identified by a combination of volume of vehicle issue discussion (refer to Figure 1 in this document) as well as vehicle quality keyword filtering. While this is not intended to be a comprehensive list of models, these criteria are believed to identify the most significant issues causing consumer discussion.

Issues have been identified based on identification and analysis of unaided comments made by consumers in online discussion forums during the period of March 16<sup>th</sup>, 2008 through March 29<sup>th</sup>, 2008. In many cases, early identification of issues discussed by a small number of consumers, followed by appropriate actions, can prevent issues from becoming larger problems.

These issues have not been further validated beyond verifying the existence of online discussion. It is recommended that Toyota investigate these issues further using the accompanying verbatim report, as well as the BrandPulse reporting site to which the QA teams all have access.

Prepared for Toyota

By: Julie Enzweiler  
Research Director;  
Joe Colacurcio  
Analyst;  
Scott Hamm  
Analyst

March 16, 2010

### In This Report

Site Analysis **Error!**  
**Bookmark not defined.**

Model Analysis  
**Error! Bookmark not defined.**

Functional Areas By  
Volume of  
Discussion 5

Top Reported  
Vehicle Issues 6

Toyota 6

Lexus 14

Appendix 1 - Issue  
Identification  
Criteria 16

Appendix 2 -  
Analysis /  
Methodology 17

Appendix 3 -

## Site Analysis

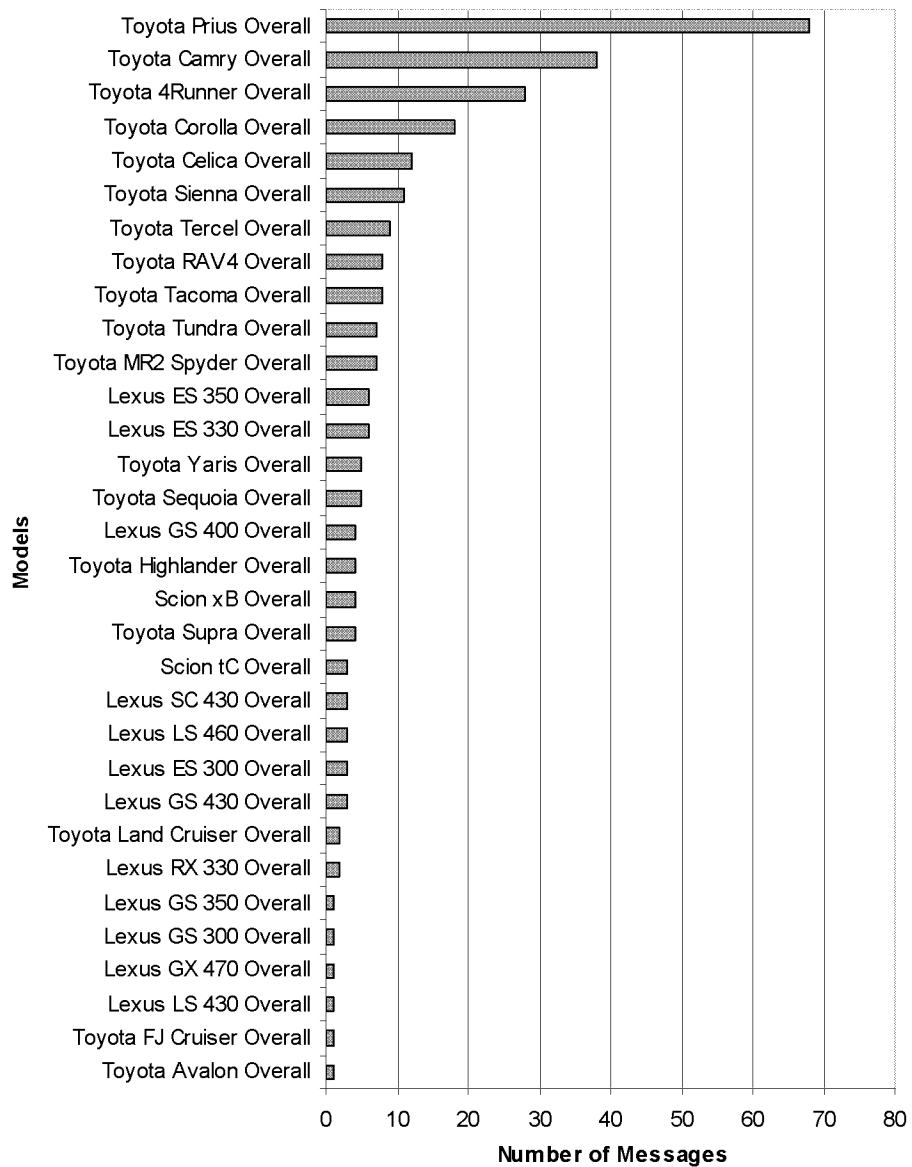
Based on analysis for the period ending March 29, 2008, the top discussion sites for this project are as follows: (ranked by volume)

- alt.autos.toyota
- www.toyotanation.com
- www.clubexus.com
- www.yotatech.com
- Townhall-talk.edmunds.com
- www.tundrasolutions.com
- www.priuschat.com
- alt.autos.toyota.camry
- alt.autos.lexus
- www.camryforums.com

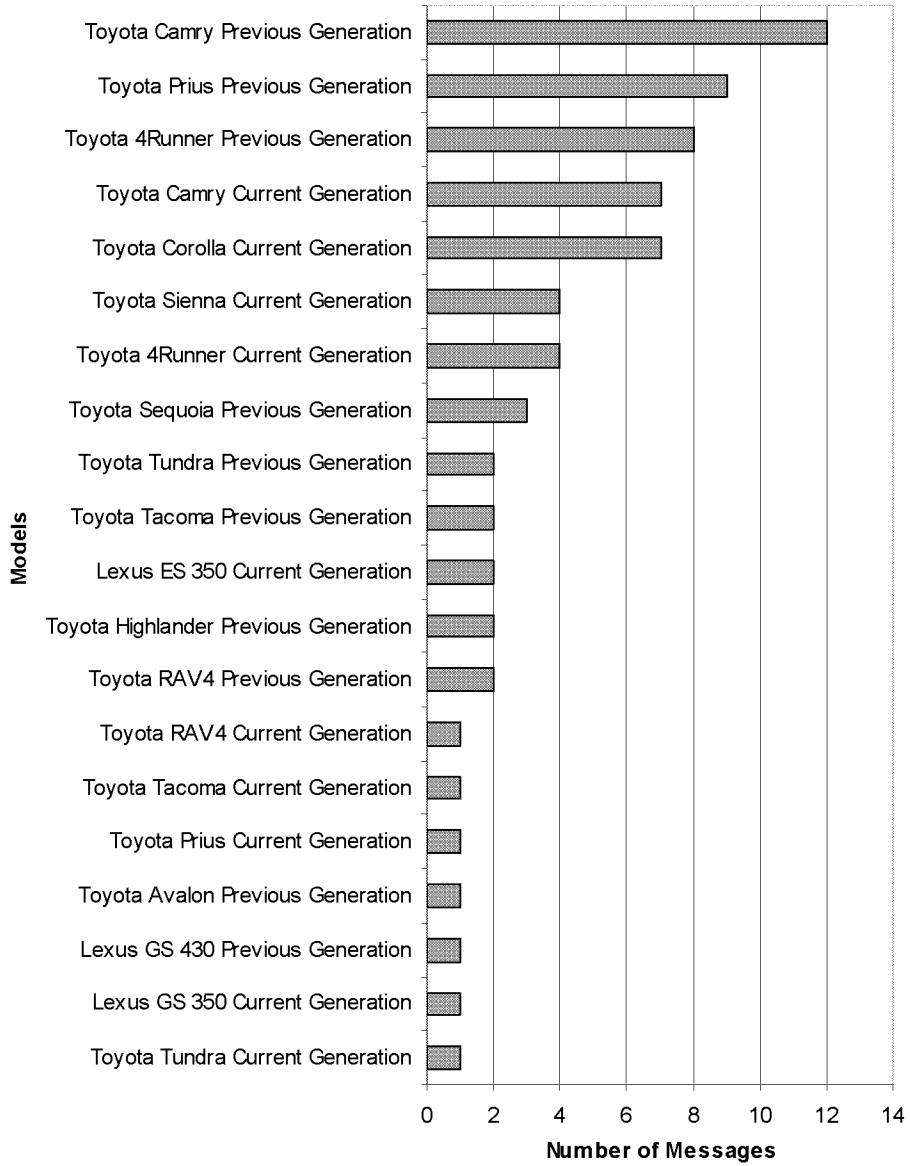
## Model Analysis

Figure 1 shows the relative amounts of quality-relevant discussion by model. This analysis is based on a representative set of approximately 332 vehicle issue messages between March 16<sup>th</sup> and March 29<sup>th</sup>, 2008. It should be noted that Internet discussion is typically driven by a combination of both sales volume (higher volume vehicles elicit more discussion) and new model developments (recently launched or modified vehicles elicit more discussion).

**Figure One: Relative Vehicle Issue Buzz Across Toyota/Lexus/Scion Models - Overall**



**Figure Two: Relative Vehicle Issue Buzz Across Toyota/Lexus/Scion Models – Generation Specific**





**Functional Areas By Volume of Discussion**

**Body Issues**

Model	Message Count
Toyota Corolla Overall	9
Toyota Camry Overall	6
Toyota Prius Overall	6
Scion xB Overall	3
Toyota Tacoma Overall	3
Toyota RAV4 Overall	3
Toyota 4Runner Overall	3
Toyota Land Cruiser Overall	2
Lexus GS 430 Overall	2
Toyota Land Cruiser Overall	2

**Chassis Issues**

Model	Message Count
Toyota Camry Overall	5
Toyota Prius Overall	4
Toyota 4Runner Overall	4
Toyota Tacoma Overall	3
Toyota Tundra Overall	3
Toyota Corolla Overall	2
Lexus ES 330 Overall	2
Toyota Sienna Overall	1
Scion xB Overall	1
Toyota Sequoia Overall	1

**Electrical Issues**

Model	Message Count
Toyota Prius Overall	32
Toyota Camry Overall	12
Toyota 4Runner Overall	8
Toyota Celica Overall	6
Toyota Sienna Overall	4
Lexus LS 460 Overall	3
Lexus ES 350 Overall	2
Toyota Tundra Overall	2
Scion tC Overall	2

**Powertrain Issues**

Model	Message Count
Toyota Prius Overall	20
Toyota Camry Overall	15
Toyota 4Runner Overall	13
Toyota Tercel Overall	8
Toyota Corolla Overall	7
Toyota Celica Overall	5
Toyota Sienna Overall	4
Lexus ES 350 Overall	4
Toyota Yaris Overall	4



---

Toyota RAV4 Overall	1	Toyota RAV4 Overall	4
---------------------	---	---------------------	---

## Top Reported Vehicle Issues

### Toyota

#### 4Runner Current Generation

- **Rattles** (Document ID 1169088, 1168530, 1168849) The owner of a 2006 4Runner V8 Limited states the vehicle's sunroof has begun to rattle over bumps, but it is not consistent. The owner indicates that the 4Runner's bumper-to-bumper warranty has expired, but appears happy to have purchased the Platinum Plan extended warranty for these types of issues. Another 4Runner owner states the front windows on his/her 2004 V8 Sport rattle when closing the doors. The owner states the front windows are fully in the up position when this occurs, that the rear doors do not make the same sound when being closed, and that the sound is extremely "cheap"
- **Peeling Clear Coat/Rust** (Document ID 1169063) The owner of a 2005 4Runner Sport reports that the vehicle's clear coat is starting to peel and rust has formed on the tailgate. The owner states the paint issues are an eyesore and is asking others if Toyota will fix the problem.

#### 4Runner Previous Generation

- **Engine Drivability Issues** (Document ID 1168840, 1168555, 1168535) The owner of a 2001 4Runner states that upon every start-up, the engine will appear to "pulsate", accompanied by a small vibration that can be felt inside the car. The issue fades when the engine is warmed-up and the vehicle is in Drive. Dual-tip spark plugs have been installed, replacing single-tip spark plugs. The owner is asking for suggestions to eliminate the pulsating.

The owner of a 1996 4Runner 2.7L I-4 reports that the OBD II codes show that the engine's #2 cylinder is misfiring, but notes not having felt or heard a misfire. The vehicle is said to idle roughly, but run fine. Another owner posts in response, stating that he/she believes a misfire is also occurring in his/her vehicle. This owner states the 4Runner, a 2000 SR5, will idle and accelerate fine under normal throttle, but will sputter or bog down initially under heavy throttle before he/she lets off the gas or shifts down.

- **Vehicle Electrical Smoldering** (Document ID 1168554) The Los Angeles owner of a 1995 4Runner Limited reports vehicle wiring problems after an hour long drive outside the city. The owner states the vehicle is usually used in traffic, but that after smelling smoke during this drive, the owner

looked under the vehicle to see wiring smoldering. A Verizon worker with an extinguisher was able to help, and the owner is seeking advice to determine if others have had this problem or if repair is possible.

### **Camry Current Generation**

- **V6 Transmission Issues** (Document ID 1169124, 1169128, 1168769, 1169117, 1169042, 1169171, 1169216) Seven messages reference transmission issues on the Camry V6. One owner describes transmission hesitation issues when traveling uphill for extended periods of time and when letting off the gas pedal then attempting to accelerate – in both instances the vehicle hesitates then downshifts, causing a “jolt.” The owner says a dealership said the behavior is normal, causing the owner to say the denial of service is “outrageous.” Other owners mention their issues with the transmission hesitation and express surprise and frustrations with the quality of their vehicles.
- **4-cylinder Transmission Flares** (Document ID 1169227, 1168967) Two owners discuss problems with the 4-cylinder transmission flaring on their Camry. One owner says that despite having multiple transmission reflashes, the hesitation between first to second and second to third gears returns. Another owner says that they experience a similar issue but a dealership has not been able to resolve the problem.
- **Dashboard, Windshield Creak** (Document ID 1169029, 1169370, 1168838) Three 2007 Camry owner discuss issues with the dashboard/windshield creaking. One owner with 2,000 miles says they hear the windshield vibrating from the right side while turning and traveling over bumps. Two other owners discuss a TSB associated with the creak, with one owner saying that upon completion of the TSB, their Camry now sounds as quiet as a Lexus.
- **Engine Noise** (Document ID 1168541, 1168791) An owner of a 2007 Camry V6 says that at 12,000 miles they began noticing light tapping and knocking noises after cold starts. The owner says the noises last for two to three minutes and get worse during acceleration. The owner suspects this may be an issue they have to “live with”, and therefore call the situation, “a sad state of affairs.”
- **Vibration at Low Speeds, Turning** (Document ID 1169130, 1169131) A 2007 Camry SE owner with 19,000 miles says they experience a vibration and/or hollow sounding noise while traveling at low speeds and turning. The owner has since rebalanced their tires, but the issue continues. The owner says it takes “a lot” of foot power to brake the vehicle, at which point the vehicle also vibrates. A responding poster suggests getting the vehicle realigned, which the owner is now planning on doing.

- **Cam Timing Valve Assembly** (Document ID 1169031) A 2007 Camry owner says that their Cam Timing Valve Assembly recently needed replaced. The owner says they took their vehicle to a dealership after the Check Engine Light came on. The dealership determined the Cam Timing Valve Assembly needed replaced, at which point they were apparently told to send the part to Toyota Corporate because this is a new issue. The owner says the matter was handled successfully, but is asking if others have had similar problems.

#### **Celica Overall**

- **Belt Tensioner** (Document ID 1168480, 1168504) A Celica GTS owner says that when accelerating, there is a loud squeal from the passenger side of the vehicle. A responding owner suspects it has to do with the belt, as their Celica had a TSB performed for a bad belt tensioner assembly that was prematurely wearing out the gate belt.
- **Replacement Battery Issue** (Document ID 1169033) A Celica owner continues to discuss an instance in which a battery caused their vehicle to repeatedly stall and ultimately ruin the vehicle. The owner says that Toyota will not help repair her vehicle because it was a replacement battery which is thought to have caused the problem. The owner says she has pictures of the battery and is considering suing Toyota.

#### **Corolla Current Generation (Redesigned 2009)**

- **Interior Rattles** (Document ID 1169147, 1169245, 1168809, 1169243) Several owners comment on their experience with interior rattles on the new, 2009 Corolla. One states that there is a noise which seems to come from the rear passenger-side headliner, and that it sounds as if that trim piece has not been fully secured. Another owner states that dashboard rattles continue, while a third notes that every time he/she hits a bump, there is a sound like two pieces of plastic rubbing against each other.

#### **Corolla Previous Generation**

- **Poor Fuel Economy** (Document ID 1169200) The owner of a 2006 Corolla CE Auto states that the vehicle only achieves fuel economy figures of 21 MPG in city driving and 26 MPG in highway driving. The owner indicates driving "like an old lady", that the Corolla's tires are not under-inflated, the vehicle does not carry excess weight or cargo in the trunk, and has been checked out by the dealership, which states the engine is running properly.
- **Difficult/No-Start** (Document ID 1168500) An owner of a 2008 Corolla with 4,000 miles states that after the engine has warmed up over 10-20 miles, if the vehicle is turned off and sits, upon trying to restart the engine, it will just "crank and crank without starting." Twenty minutes later, the engine will turn over. The owner is disappointed, stating the



Corolla is his/her first new vehicle purchase, and that previous (used) Hondas, Toyotas, Subarus, and Nissans have not stranded him/her as this new Corolla has.

- **Rough Shifting/ECM** (Document ID 1169278) The significant other of an owner of a 2006 Corolla reports that the vehicle began shifting roughly, and after running the codes returned "P2716 Pressure control solenoid D electrical fault (SSV SLT)", this individual questions possible causes. Another owner of a 2006 Corolla with 37,000 miles responds and reports having experienced the exact same problem. Upon bringing the vehicle into the dealership, the ECM was replaced under warranty.
- **Excessive Paint Chipping** (Document ID 1169212) A 2006 Corolla owner reports excessive paint chipping on the vehicle's hood. The owner is questioning others regarding their experience with this issue and states, *"I've heard that Toyota cars are great, but some people have had issues with the paint chipping or peeling."*

#### **Prius Current Generation**

- **Unintended Acceleration** (Document ID 1169189, 1169297) The owner of a 2006 Prius with Package #9 states that while accelerating through 25 MPH, he/she lifted off the accelerator and the vehicle continued to accelerate, despite braking efforts. The vehicle was taken to the dealership and the owner was informed that the vehicle's floor mats were at fault. The floor mat hooks were replaced. Subsequently, while the owner's wife was driving the vehicle at 30-40 MPH, the problem occurred again. The owner states that the vehicles brakes were smoking by the time the car came to a complete stop. The owner elaborates that the floor mats were not the cause, but rather unintended acceleration is a problem for the Prius.
- **Traction Control Problems** (Document ID 1169298, 1168896) Two owners state experiencing problems with the vehicle's overly-intrusive traction and vehicle stability control systems. One owner of a 2007 states that during a recent storm, even with top-quality snow tires such as Bridgestone Blizzaks, the vehicle kept losing power and nearly "stalled out" between 5 and 30 MPH. The owner states *"I think Toyota made a huge mistake with this decision - they're control freaks (witness also the inability to turn a bluetooth phone on if not in Park)"*. Another Prius owner calls the Traction Control "dangerous" after recounting incidents of becoming immobilized at intersections or being unable to travel up the driveway, even with studded snow tires and only 1" of snow.
- **Stereo Static/Problems** (Document ID 1168799, 1169298) The owner of a 2005 Prius now with 115,000 miles states having repeated incidents of stereo static or problems and the dealership is recommending a

replacement is necessary if problems occur again. This owner feels this is "BS" and that *"Toyota has a problem with their electrical connection that they don't want to continue fixing for free, or replacing radio's with defective power plugs (probably improperly grounded shielding)."* Another Prius owner has experienced "hissing" with the iPod plugged in. The owner states that disconnecting the charger resolved the problem.

- **Headlight Problems** (Document ID 1169412, 1169413) The owner of a 2006 Prius with less than 20,000 miles states that the passenger side headlamp goes on and off at random, asks other owners for advice, and fears having to fight the dealership to cover this issue under warranty, instead of having to pay \$360 per headlamp. The owner of a 2007 Prius used as a daily commuter and now with over 45,000 miles states having experienced the "infamous" headlight problems since the vehicle was purchased new, but recounts a positive experience in which the Toyota dealership was aware of a problem and indicated that Toyota would reimburse expenses incurred due to the repair.
- **Fueling Difficulties** (Document ID 1169188) The owner of a 2007 Prius describes fueling difficulties over a two week period. On the first fill-up, the fuel indicator bars would go up all the way except for one bar, and the owner heard the gas nozzle click to shut off. On the second fill up, the owner was again not able to fill up the tank, this time with two fuel indicator bars remaining. On the third fill-up, gas spilled out of the tank and the nozzle would not shut off. After taking the vehicle into the dealership, the owner was told that a connector between the tank bladder and a sensor was barely connected. The dealership reconnected it, stretched out the fuel bladder out, reset everything, disconnected the battery and reconnected it, solving the problem. A new Prius owner states not having originally been aware of the warning to not overfill the Prius gas tank and having spilled at least a gallon of gas on the ground at the gas station.

#### **Prius Previous Generation**

- **Intermittent No-Start & P3191/P3101 Codes** (Document ID 1169176, 1169207, 1168800) Technically-savvy Prius owners discuss at length problems related to the vehicle's hybrid propulsion system. The second owner of a previously owned 2001 Prius states that recently, upon trying to start the car after it sat at rest for only 20 minutes, the display showed the "triangle of death." The owner pushed the car to a side street, where it sat for several hours, and upon attempting to start the vehicle again, it started right up with no problem and ran fine for two days. After two days, again the "triangle of death" appeared accompanied by myriad warning lamps. The dealership states the vehicle is showing codes P3191/P3101, and that repairs of the ECM, fuel tank, and relay may run up to \$2,200.

---

After deciding to use the vehicle as is and deal with the intermittent problem the Prius is now showing codes P3191, P0420, P1636, P3002, P0300, and the owner wants to know if he/she is making things progressively worse/what to do.

#### **RAV4 Current Generation**

- **Excessive Wind Noise** (Document ID 1169248, 1169276, 1169277) Owners discuss wind noise emanating from the RAV4's passenger side. One owner claims to have pin-pointed the problem to a groove at the bottom of the passenger rear-view mirror, and has placed duct tape over the area, which has solved the problem.
- **Peeling Paint** (Document ID 1169192) The owner of a Classic Silver Metallic RAV4 with 2,200 miles and three months of ownership reports having noticed that paint appears to be peeling from the edge of the tailgate door. The owner states having always been very careful to make sure there is sufficient clearance when opening the tailgate, and wonders if the paint is sensitive enough such that any surface rubbing during loading of the SUV's cargo would cause the problem. The owner has reported the problem to Toyota Customer Service and is asking any other owners who have noticed a similar issue to speak up.
- **VSC Light Illuminates at Stoplights** (Document ID 1169193) The owner of a 2008 AWD RAV4 reports the VSC light would flash on and off when she stopped at traffic lights, and that upon accelerating again, it felt as though the brakes were applied. After repeated unsuccessful diagnostic visits, the owner reports her husband discovered online that this occurs if the brake pedal is pressed passed the initial stop position. The owner is exasperated that the dealership could not tell her this.

#### **Sequoia Current Generation (Redesigned 2008)**

- **Engine Whine NOT Stereo Speaker Static** (Document ID 1169273) The owner of a 2008 Sequoia provides an update regarding problems experienced with engine noise/stereo speaker static. The owner claims to have isolated the noise, and after disconnecting all speakers, has determined the noise is not coming through the speakers. The owner states that on cold starts and for about 30 seconds, there is a high-pitched whine coming from the engine compartment near the firewall on the passenger side, and that the proximity made it appear as a potential speaker issue. The owner notes the noise becomes constant when cruise is engaged and the engine hovers at 2000 RPM (approximately 74 MPH).

#### **Sienna Current Generation**

- **Excessive Engine Noise** (Document ID 1169416, 1168802) The owner of a 2008 Sienna LE purchased in February states that after 1,000 miles of

ownership, the minivan exhibits significant engine noise under acceleration from 0 to 30 or 40 MPH. The owner states the vehicle is quieter when it is warmed up, but is not as quiet as 2007 Camry he/she rented while on business last year. This owner states that the engine noise is acceptable at 65 MPH, when wind/road noise takes over. A friend who also owns a Sienna says the level of noise experienced is normal, and notes the Sienna is especially loud when going up-hill.

The owner of a 2007 Sienna notes having experienced what is believed to be very loud valves/valve tapping since the first day of ownership. This individual also notes a generally loud idle.

- **A/C Problem** (Document ID 1168844) The owner of a 2004 Sienna XLE with 97,000 miles and equipped with automatic climate controls states the HVAC system will blow warm, humid air every 5-10 minutes or so and then blow cold air, a situation that occurs in either AUTO or manual mode. The defog mode is similarly problematic, causing the windows to fog on and off. The owner questions others as to what might be the problem.
- **Wheel/Rim Rust Blisters** (Document ID 1168801) The owner of a 2005 Sienna indicates having experienced significant rust blisters under the paint on the rims, and is curious to know if others are experiencing the same issue. The owner also wants to know if Toyota can be expected to remedy the problems.

#### **Tacoma Current Generation**

- **Clutch Problems** (Document ID 1168536, 1169282) An elderly owner of a 2006 Tacoma who has driven manual transmissions all his life states the clutch on the truck has failed and Toyota – reportedly without even looking at the vehicle – has stated that the failure is a result of normal wear and tear, which is not acceptable to the owner. The owner states having previously owned only Ford or Chevy and *"wishing I had bought a good truck! 30K miles and the clutch is gone?----Hmmmmm? wear item my ass!"* The owner of a "CA" 2005 Tacoma 4cyl 2wd 5-speed with about 80,000 miles has also experienced clutch problems.
- **Suspension Bottoms Out** (Document ID 1169060) The owner of a 2008 Tacoma 4x4 Double Cab TRD states that after loading the truck with about 700 lbs of hardwood flooring from the local Home Depot, he/she noticed that at rest, the bump stops were about 1" away from the suspension, and that when traversing pot holes, the truck "for sure" bottomed out. The owner states that Toyota claims the payload for the vehicle is 1,150 lbs. and appears disappointed/confused.
- **Bumper Rust** (Document ID 1169194) The owner of a six-month old Tacoma states that rust has already formed on the back bumper just below

---

the license plate, and that road salt during the winter is exacerbating the problem. The Toyota dealership says that Toyota will not cover the problem under warranty.

#### **Tacoma Previous Generation**

- **Frame Rust** (Document ID 1169353, 1169367, 1169365, 1169366, 1168848) Several owners discuss their experiences with Toyota's Warranty Extension regarding the 1995-2000 Tacoma models. Some owners discuss the buy-back process and monetary offers from Toyota that they have received for their rusted-frame vehicles. Some offer positive comments on their case workers by name.

#### **Tundra Current Generation**

- **Stiff Ride** (Document ID 1168772, 1169274, 1169275) The owner of a Tundra states that "bed bounce" is a misnomer because his Tundra was riding so roughly that *"if you have any loose tooth fillings, they'll come out"*. However, upon inspection, it turned out the tires were not properly inflated, and doing so alleviated the problem somewhat. The owner states the Tundra still rides roughly, but is now tolerable. Another owner questions Tundra owners if there is any way to soften the ride. A third owner poses an explanation on why the Tundra's ride is so stiff.
- **Engine Noise** (Document ID 1169411) The owner of a 5.7L V8 equipped Tundra indicates that the engine sounds like a diesel, and he/she has heard this from others as well.
- **Bumper Rust** (Document ID 1169145) The owner of several Toyotas notes that this most recent 2007 Tundra, at 8,000 miles of ownership, is already exhibiting rust on the rear bumper, and the front bumper is also rusting at both fog light openings. The owner states this is unacceptable, and that his/her 2005 Tundra exhibits no rust, and it took previous Toyota Trucks or Toyota 4Runners greater than 7 years to show the same rust spots.

#### **Yaris Overall**

- **Squeaking Brakes** (Document ID 1169082) An owner of a two-week old Yaris says that the brakes squeak. The owner says the squeaking most often occurs shortly into driving the vehicle, as the noise disappears as the vehicle gets warmer. The owner is now asking what the issue could be and does not think this should be normal for a new vehicle.
- **Clutch Problems** (Document ID 1169081) A 2008 Yaris owner with 200 miles says that their clutch squeals and clicks, as well as "judders" when engaging the clutch. A dealership reportedly told the owner the clicking of the clutch is normal for the Yaris.

---

## Lexus

### Lexus ES 330 Overall

- **Transmission Fluid Leak** (Document ID 1168861) A 2005 ES 350 owner recently had their vehicle checked for its 15,000 mile servicing. After the servicing, the owner has noticed quarter-sized leaks of transmission fluid beneath the vehicle. The owner says these leaks occur roughly every two weeks and he cannot determine the cause of the leak. This owner is now asking for advice on what the issue could be and whether or not it needs to be taken back to the dealership.

### Lexus ES 350 Overall

- **Transmission Flare** (Document ID 1169048, 1168839) Two 2007 ES 350 owners mention experiencing transmission flares, with one owner saying the RPMs "soar." An owner also says that while driving a 2008 ES 350 as a loaner, it apparently flares worse than their 2007, which has had the firmware update.
- **Engine Ticking** (Document ID 1169390, 1169383) A 2003 ES 350 with 10,000 miles says that their vehicle makes a ticking noise. The noise occurs most often when accelerating with a cold engine, especially during cooler temperatures. The owner says they use premium gasoline and that the noise lessens as the engine warms up. A responding poster says they have a 2003 ES 350, in which they only use regular gasoline, and has never experienced the ticking noise.
- **Pre-Collision Radar System** (Document ID 1168777) A 2007 ES 350 owner says that their Pre-Collision Radar System has become faulty for the third time. The owner says that during a 1,000 mile road trip, the system stopped working, therefore disallowing them to engage cruise control. The owner warns others to, "Beware the desire of new gadgets [...] Those with the stock ES350 only contend with transmission and wind noise problems."

### Lexus GS 430 Overall

- **Interior Rattles** (Document ID 1168756, 1168867) Two GS 430 owners complain of rattles from the dashboard area. A 2002 GS 430 owner says there is a "harsh" rattle which is thought to come from where the

---

dashboard and windshield meet, most often occurring when traveling over minor road imperfections and in weather below 70 degrees Fahrenheit. A 2001 GS 430 owner says there is a creaking noise behind the two middle HVAC vents. The owner has looked at the glove box and tried changing the HVAC controls, but the noise still occurs.

- **Slow Acceleration, Engine "Wheezing"** (Document ID 1168872) A 2002 GS 430 owner with 55,000 miles says that the vehicle periodically experiences slow acceleration, accompanied by the engine audibly "wheezing." The owner says the issue most often occurs when attempting to accelerate from a stop. The owner presses the gas pedal, but the vehicle "bogs" down. The owner then completely presses the pedal down, sending the RPMs to 4,000 and slowly getting the vehicle to accelerate. The owner has replaced the air filter, but is still experiencing the slow acceleration issue.

#### **Lexus LS 460 Overall**

- **Excessive Wind and Road Noise** (Document ID 1169061, 1169135) One LS 460 owner discusses a possible solution to excessive wind noise. The owner says that their diagnostic specialist put 3M tape on the mirrors, which has successfully resolved the wind noise.

A different owner says that while they do not have wind noise, they do notice excessive road noise. The owner says that when traveling on the highway, anytime another vehicle passes, there is excessive road noise coming from the front of the windshield.



---

## **Appendix 1 – Issue Identification Criteria**

Potential vehicle issues in this document are identified using the following criteria:

First, all Toyota, Lexus and Scion vehicles are ranked in order based on the volume of quality-related discussion for the time period being measured. Based on that volume, the top 10 vehicles are then investigated to determine which issues are leading to large volumes of discussion.

Second, vehicles are ranked by the volume of quality-related discussion in each functional area (Body, Chassis, Powertrain, and Electrical) over the time period being measured. If any vehicle's functional area receives more than 5 relevant messages, those are then investigated to determine what issues are leading to large volumes of discussion. These two methods identify issues, which have contributed to a large volume of recent consumer discussion, which is one common symptom of problems identified by consumers in Internet discussion forums.

Lastly, quality-related keywords are used across all vehicles to identify single occurrences of low-volume—but nonetheless critical—vehicle issues.

Using the above criteria, BuzzMetrics' technology is able to quickly identify and investigate likely recent quality issues in a high percentage of cases.





---

## Appendix 2 - Analysis / Methodology

BuzzMetrics's BrandPulse solution applies proprietary processes and technology to measure the "pulse" of unaided consumer discussion occurring on Internet discussion forums.

BuzzMetrics has collected a sample of online discussion about current- and previous- generation Toyota, Lexus and Scion models. More than 1.5 million messages posted during the previous 12 months at hundreds of unique sites were collected based on initial keyword searches. In the first step of analysis, automated relevance filters were used to determine that more than 700,000 messages are relevant to Toyota, Lexus and Scion models. All of these 700,000+ messages are available to Toyota via the BrandPulse reporting website search capabilities. In the second step, the model-relevant set of messages was further refined to approximately 11,000 messages which contain a quality issue about the vehicle during the most recent approximately 6-month period. Finally, each message was categorized according to the following criteria:

- Model
- Model generation
- QA group - body, chassis, powertrain, electrical
- Source (author, website, forum)

While breadth of sources is important, BuzzMetrics focuses on providing quantity and quality in the consumer insight we provide. Often a small number of representative messages which represent the meaning of a specific topic will be captured from a given discussion forum. The BrandPulse reporting tool provides links to original source information and other capabilities to drill deeper when further analysis is required, such as investigating the number of replies to a specific post.

## Appendix 3 - BrandPulse Reporting Site

The issues and consumer verbatim comments found in this summary may be investigated further using the BrandPulse reporting website available to Toyota. Figure 2 shows the 'QA Group Dashboard' that presents messages in vehicle and QA group categories. Each number is a hyperlink that allows further investigation.

**Figure 2: BrandPulse Reporting Website – Toyota QA Group Dashboard**

Model	Body	Chassis	Powertrain	Electrical	Total
Toyota All Models	157	121	255	293	793
Lexus All Models	28	27	88	24	197
Tacoma Overall	74	32	19	12	136
Tundra Overall	22	18	43	25	118
Camry Overall	10	32	31	16	89
Lexus RX Family	23	15	32	14	94
Prius Overall	4	7	12	20	93
Scion All Models	24	10	29	24	78
Sienna Overall	12	11	21	19	73
4Runner Overall	6	12	27	14	66
Prius Current Generation	1	4	7	20	50
Sienna Current Generation	11	12	22	12	55
Lexus RX330 Overall	19	15	19	11	55
Sequoia Overall	9	13	17	10	52
Lexus RX300 Overall	6	4	20	5	50
Scion tB Overall	17	2	18	11	46
Camry Previous Generation	3	12	22	5	48
4Runner Current Generation	4	8	21	8	42

Available at <http://toyota.reports.buzzmetrics.com>

VOQ#	RCV Date			VIN	MY	Cab	e	Brake	Transmission	Drive	
10152011	3/6/2006	3	2006	5TEPX42NX6Z	2006	B	2TR	ABS EBD	5MT	4WD	
10172030	10/28/2006	10	2006	3TMLU42N36M	2006	D	1GR	ABS EBD	5AT	4WD	
10180652	1/24/2007	1	2007	5TELU42N17Z	2007	D	1GR	ABS EBD	5AT	4WD	
10181411	2/2/2007	2	2007	5TEUX42N87Z	2007	C	2TR	ABS EBD	5MT	4WD	
10181486	2/3/2007	2	2007	5TELU42N17Z	2007	D	1GR	ABS EBD	5AT	4WD	
10182045	2/8/2007	2	2007	5TELU42N47Z							
10183012	2/20/2007	2	2007	3TMKU72N56M	2006	D	1GR	ABS EBD	5AT	2WD LSD	
10184332	3/6/2007	3	2007	5TEMU52N96Z							
10184375	3/6/2007	3	2007	3TMJU62N36M	2006	D	1GR	ABS EBD	5AT	2WD	
10184416	3/7/2007	3	2007								
10184759	3/11/2007	3	2007	5TELU42N76Z	2006	D	1GR	VSC	5AT	4WD	
10185253	3/15/2007	3	2007								
10186996	4/4/2007	4	2007	5TELU42N76Z	2006	D	1GR	ABS EBD	5AT	4WD	
10187789	4/13/2007	4	2007								
10191371	5/27/2007	5	2007	5TEJU62N76Z		e	D	1GR	ABS EBD	5AT	2WD
10197535	7/26/2007	7	2007	5TEUU42N07Z	2007	C	1GR	ABS EBD	5AT	4WD	
10198196	8/1/2007	8	2007	3TMLU42N37M	2007	D	1GR	ABS EBD	5AT	4WD	
10199820	8/16/2007	8	2007	3TMJU62N97M	2007	D	1GR	ABS EBD	5AT	2WD	
10201595	8/31/2007	8	2007								
10201655	9/1/2007	9	2007	5TELU42N67Z	2007	D	1GR	ABS EBD	5AT	4WD LSD	
10202283	9/8/2007	9	2007	5TELU42N67Z	2007	D	1GR	VSC	5AT	4WD	
10202727	9/11/2007	9	2007	3TMLU42N66M	2006	D	1GR	ABS EBD	5AT	4WD	
10207528	10/31/2007	10	2007	5TELU42N97Z	2007	D	1GR	ABS EBD	5AT	4WD LSD	
10208120	11/7/2007	11	2007								
10208868	11/13/2007	11	2007	5TEUU42N67Z	2007	C	1GR	ABS EBD	5AT	4WD	
10208890	11/14/2007	11	2007	5TELU42N87Z	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

<b>Model Years</b>	<b>Model</b>	<b>AWFM Sales (Approx.)</b>	<b>Vehicle Population</b>	<b>Toyota Reports /100K</b>	<b>Toyota Floormat Reports*/100K</b>	<b>VOQ's /100K</b>
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										Grand Total
MAKETXT	MODELTXT	2000	2001	2002	2003	2004	2005	2006	2007	2008		
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
LINCOLN	LINCOLN	1								1
	LS	1								1

LINCOLN	NAVIGATOR								1
	TOWN CAR								1
LINCOLN Total		2		2					4
MAZDA	B4000								1
	MPV		1						1
	TRIBUTE		2						2
MAZDA Total			3		1				4
MERCURY	GRAND MARQUIS								1
	MOUNTAINEER	1							1
MERCURY Total		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
	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
	BONNEVILLE	1							1
	GRAND AM					1			1
	GRAND PRIX					1			1
PONTIAC Total		1	1			2			4
SAAB	9-3								1
SAAB Total									1
SATURN	ION							2	2
	SATURN	1							1
SATURN Total		1						2	3
SUBARU	WRX							1	1
SUBARU Total								1	1
TOYOTA	4RUNNER								1
	AVALON			1			1	4	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	DAIMLERCHRY SLER CORPORATIO N	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 MANUFACTUR ING 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:ACC ELERATOR PEDAL
525385	DAIMLERCHRY SLER CORPORATIO N	DODGE	STRATUS	1996	STEERING:WH EEL AND HANDLE BAR
530410	FORD MOTOR COMPANY	FORD	F150	1997	VEHICLE SPEED CONTROL:ACC ELERATOR PEDAL
820764	FORD MOTOR COMPANY	FORD	F150	1998	VEHICLE SPEED CONTROL:ACC ELERATOR 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 THE FORWARD 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:LINK AGES
814595	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	1996	OTHER
517035	FORD MOTOR COMPANY	FORD	BRONCO	9999	STRUCTURE: FRAME AND MEMBERS:UN DERBODY SHIELDS
522969	FORD MOTOR COMPANY	FORD	F150	1997	VEHICLE SPEED CONTROL
815568	FORD MOTOR COMPANY	FORD	F150	1997	VEHICLE SPEED CONTROL:ACC ELERATOR PEDAL
520664	DAIMLERCHRY SLER CORPORATIO N	PLYMOUTH	SUNDANCE	1994	OTHER
816427	DAIMLERCHRY SLER CORPORATIO N	CHRYSLER	CIRRUS	1996	STEERING:WH EEL AND HANDLE BAR
521293	GENERAL MOTORS CORP.	CHEVROLET	C1500	1991	ELECTRICAL SYSTEM:ALTE RNATOR/GENE RATOR/REGUL ATOR

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 KNUCKLE IS NOT COVERED. THE FLOOR MAT SLIDES INTO THE KNUCKLE, 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:B ODY
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:WH EEL AND HANDLE BAR
829070	TOYOTA MOTOR NORTH AMERICA, INC.	TOYOTA	TACOMA	1996	OTHER
513022	FREIGHTLINE R LLC	FREIGHTLIN ER	CONVENTION AL	1993	OTHER
539099	DAIMLERCHRY SLER CORPORATIO N	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 WILL 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 ORIGINAL FLOOR MATS SLIPPED THROUGH, PUSHING THE ACCELERATOR PEDAL WHICH MAY CAUSE AN ACCIDENT UNEXPECTEDLY.\*AK  
CONSUMER STATED WHEN DRIVERS FLOOR MAT SLIPS FORWARD 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 STRUCTURE:FRAME AND MEMBERS
536878	FORD MOTOR COMPANY	FORD	ESCORT	1998	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:ACC ELERATOR PEDAL
831793	DAIMLERCHRY SLER CORPORATIO N	JEEP	CHEROKEE	1998	OTHER
825909	DAIMLERCHRY SLER CORPORATIO N	CHRYSLER	SEBRING	1998	OTHER
701425	DAIMLERCHRY SLER CORPORATIO N	CHRYSLER	SEBRING	1997	STEERING:WH EEL 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 ACCELERATOR 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 DIFFICULT 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 FLOOR MAT 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:AI R CONDITIONER
701727	FORD MOTOR COMPANY	FORD	F150	1997	EQUIPMENT
701727	FORD MOTOR COMPANY	FORD	F150	1997	STEERING:HY DRAULIC 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:ACC ELERATOR PEDAL
810276	FORD MOTOR COMPANY	FORD	F150	1997	VEHICLE SPEED CONTROL:ACC ELERATOR PEDAL

1ST SERVICE AT 3000 MILEAGE-A/C LEAKED TWICE; LATER - ALIGNMENT AT THE BACK (BED) AREA WAS CROOKED 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 CROOKED 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 CROOKED 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

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

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

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 INTERMITTENTLY 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 CELENA 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 CELENA 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

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

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:SPR INGS
838608	DAIMLERCHRY SLER CORPORATIO N	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	DAIMLERCHRY SLER CORPORATIO N	DODGE	DAKOTA	1998	PARKING BRAKE:CONVE NTIONAL:MEC HANICAL:LINK AGE AND CABLE
608668	DAIMLERCHRY SLER CORPORATIO N	DODGE	DAKOTA	1998	VISIBILITY:WIN DSHIELD
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 STILL

STEERING LOCKS UP DUE TO FLOOR MAT GRABBING STEERING COLUMN FROM FLOOR BASE BECAUSE IT IS ALL OPEN. DEALER NOTIFIED, 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 RESULT OF FLOOR MAT GETTING ENTANGLED 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	DAIMLERCHRY SLER CORPORATIO N	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	DAIMLERCHRY SLER CORPORATIO N	CHRYSLER	SEBRING	1998	OTHER
844406	DAIMLERCHRY SLER CORPORATIO N	CHRYSLER	SEBRING	1998	STEERING
844392	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	1996	OTHER
846505	GENERAL MOTORS CORP.	PONTIAC	GRAND PRIX	1993	AIR BAGS:FRONTA L
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:ACC ELERATOR PEDAL
542950	DAIMLERCHRY SLER CORPORATIO N	JEEP	GRAND CHEROKEE	1995	VEHICLE SPEED CONTROL:ACC ELERATOR 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, RESULTING 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

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

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

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

720107	FORD MOTOR COMPANY	MERCURY	MYSTIQUE	1996 N	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 H	EXTERIOR LIGHTING:TAIL LIGHTS:SWITCHES
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

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

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

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

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

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	DAIMLERCHRY SLER CORPORATIO N	DODGE	STRATUS	1995	OTHER
715208	DAIMLERCHRY SLER CORPORATIO N	DODGE	STRATUS	1995	PARKING BRAKE:CONVE NTIONAL
715208	DAIMLERCHRY SLER CORPORATIO N	DODGE	STRATUS	1995	ENGINE AND ENGINE COOLING:ENGI NE:GASOLINE
715208	DAIMLERCHRY SLER CORPORATIO N	DODGE	STRATUS	1995	ELECTRICAL SYSTEM:ALTE RNATOR/GENE RATOR/REGUL ATOR
715208	DAIMLERCHRY SLER CORPORATIO N	DODGE	STRATUS	1995	VISIBILITY:WIN DSHIELD WIPER/WASHE R
715208	DAIMLERCHRY SLER CORPORATIO N	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

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

KEEP BLOWING FUSES TO THE STARTER, CATALYST CONVERTER NEEDS TO BE REPLACED, HAD CAR LESS THAN 2 YEARS FAILED PA STATE INSPECTION TWICE IN 1998 ,6/98 & 7/98, AND 5/99. WHEN INSPECTED IN 98 TOOK TO MIDAS, WAS TOLD THAT CAR WOULD NEED TO HAVE \$800 IN REPAI

KEEP BLOWING FUSES TO THE STARTER, CATALYST CONVERTER NEEDS TO BE REPLACED, HAD CAR LESS THAN 2 YEARS FAILED PA STATE INSPECTION TWICE IN 1998 ,6/98 & 7/98, AND 5/99. WHEN INSPECTED IN 98 TOOK TO MIDAS, WAS TOLD THAT CAR WOULD NEED TO HAVE \$800 IN REPAI

KEEP BLOWING FUSES TO THE STARTER, CATALYST CONVERTER NEEDS TO BE REPLACED, HAD CAR LESS THAN 2 YEARS FAILED PA STATE INSPECTION TWICE IN 1998 ,6/98 & 7/98, AND 5/99. WHEN INSPECTED IN 98 TOOK TO MIDAS, WAS TOLD THAT CAR WOULD NEED TO HAVE \$800 IN REPAI

KEEP BLOWING FUSES TO THE STARTER, CATALYST CONVERTER NEEDS TO BE REPLACED, HAD CAR LESS THAN 2 YEARS FAILED PA STATE INSPECTION TWICE IN 1998 ,6/98 & 7/98, AND 5/99. WHEN INSPECTED IN 98 TOOK TO MIDAS, WAS TOLD THAT CAR WOULD NEED TO HAVE \$800 IN REPAI

KEEP BLOWING FUSES TO THE STARTER, CATALYST CONVERTER NEEDS TO BE REPLACED, HAD CAR LESS THAN 2 YEARS FAILED PA STATE INSPECTION TWICE IN 1998 ,6/98 & 7/98, AND 5/99. WHEN INSPECTED IN 98 TOOK TO MIDAS, WAS TOLD THAT CAR WOULD NEED TO HAVE \$800 IN REPAI

KEEP BLOWING FUSES TO THE STARTER, CATALYST CONVERTER NEEDS TO BE REPLACED, HAD CAR LESS THAN 2 YEARS FAILED PA STATE INSPECTION TWICE IN 1998 ,6/98 & 7/98, AND 5/99. WHEN INSPECTED IN 98 TOOK TO MIDAS, WAS TOLD THAT CAR WOULD NEED TO HAVE \$800 IN REPAI

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

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

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

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

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:FRONTA L
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:E LECTRICAL:AI R CONDITIONER

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

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

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

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	DAIMLERCHRY SLER CORPORATIO N	DODGE	STRATUS	1996	OTHER
869211	DAIMLERCHRY SLER CORPORATIO N	DODGE	STRATUS	1996	ENGINE AND ENGINE COOLING:ENGI NE
738695	FORD MOTOR COMPANY	FORD	EXPEDITION	2001	VEHICLE SPEED CONTROL:ACC ELERATOR PEDAL
738695	FORD MOTOR COMPANY	FORD	EXPEDITION	2001	OTHER
876462	FORD MOTOR COMPANY	MERCURY	MOUNTAINEE R	2000	VEHICLE SPEED CONTROL
737455	FORD MOTOR COMPANY	FORD	EXPLORER	1998	STEERING:HY DRAULIC 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

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

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

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

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:LINK AGES
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 MULTIPLE 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.

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.

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 ORIGINAL HONDA MATS. I WROTE TO TROY OHIO, CUSTOMER RELATIONS CONCERNING THE VEHICLES FRONT FLOOR MATS AND INFORMED THEM THAT

745619	VOLKSWAGEN OF AMERICA, INC	VOLKSWAG EN	JETTA	1999	SUSPENSION: FRONT
745619	VOLKSWAGEN OF AMERICA, INC	VOLKSWAG EN	JETTA	1999	STEERING
745619	VOLKSWAGEN OF AMERICA, INC	VOLKSWAG EN	JETTA	1999	SUSPENSION: FRONT:MACPH ERSON STRUT
745619	VOLKSWAGEN OF AMERICA, INC	VOLKSWAG EN	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	DAIMLERCHRY SLER CORPORATIO N	DODGE	STRATUS	9999	STEERING:WH EEL 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
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
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
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
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 HIGHWAY, 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 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 INTERFERING 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:ACC ELERATOR PEDAL
757587	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	ACCORD	1998	OTHER
563090	DAIMLERCHRY SLER CORPORATIO N	JEEP	GRAND CHEROKEE	9999	EQUIPMENT
557940	DAIMLERCHRY SLER CORPORATIO N	DODGE	STRATUS	9999	STEERING:WH EEL AND HANDLE BAR
8009632	DAIMLERCHRY SLER CORPORATIO N	DODGE	RAM	2001	AIR BAGS:FRONTA L
8009632	DAIMLERCHRY SLER CORPORATIO N	DODGE	RAM	2001	VEHICLE SPEED CONTROL
564672	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	9999	EQUIPMENT

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

IN JANUARY 2000, I TOOK MY HONDA IN TO THE TRICKET DEALERSHIP TO HAVE A STICKING GAS PEDAL REPAIR. 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 TOL

IN JANUARY 2000, I TOOK MY HONDA IN TO THE TRICKET DEALERSHIP TO HAVE A STICKING GAS PEDAL REPAIR. 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 TOL

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 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

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

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:ACC ELERATOR 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 IS HAS 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 ACCELERATOR 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:E LECTRICAL:AI R 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:HEA DLIGHTS
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

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

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	VOLKSWAG EN	CABRIO	1997	OTHER
894441	VOLKSWAGEN OF AMERICA, INC	VOLKSWAG EN	CABRIO	1997	VEHICLE SPEED CONTROL:ACC ELERATOR 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:ENGI NE
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

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

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

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

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#1HGCG55491A028586 BECAUSE 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:EXH AUST SYSTEM:EMIS SION CONTROL:GAS RECIRCULATI ON 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:ACC ELERATOR PEDAL
10007289	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	1996	VISIBILITY:WIN DSHIELD WIPER/WASHE R
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:EXH AUST SYSTEM
10007289	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	1996	VEHICLE SPEED CONTROL:CAB LES
10007289	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	1996	POWER TRAIN:DRIVELI NE:UNIVERSAL JOINT
10007289	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	1996	ENGINE AND ENGINE COOLING:ENGI NE
10007289	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	1996	OTHER
10029366	MAZDA NORTH AMERICAN OPERATIONS	MAZDA	MPV	2001	STRUCTURE:B ODY
10010408	NISSAN NORTH AMERICA, INC.	NISSAN	SENTRA SE-R	2002	OTHER
10015138	FORD MOTOR COMPANY	LINCOLN	LINCOLN	2000	OTHER

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

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

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

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 NEAR THE FLOOR MATS BECAME TANGLED IN THE BRAKE AND ACCELERATOR PEDALS, WHICH CAUSED CONSUMER TO LOSE CONTROL OF THE VEHICLE.\*JB

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:E LECTRICAL:AI R CONDITIONER
10030885	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	2002	VISIBILITY:DEF ROSTER/DEFO GGER SYSTEM:REAR WINDOW
10030885	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	2002	EQUIPMENT:E LECTRICAL:RA DIO/TAPE DECK/CD ETC.
10139528	TOYOTA MOTOR NORTH AMERICA, INC.	LEXUS	IS 300	2002	SERVICE BRAKES, HYDRAULIC:A NTILOCK
10040703	GENERAL MOTORS CORP.	GMC	YUKON	1998	STRUCTURE
10041374	TOYOTA MOTOR NORTH AMERICA, INC.	TOYOTA	COROLLA	2004	STRUCTURE:B ODY

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).

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).

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).

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, MING SUEN 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 CORPORATIO N	TOYOTA	CAMRY	2007	VEHICLE SPEED CONTROL
10066497	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	1998	VEHICLE SPEED CONTROL:ACC ELERATOR PEDAL
10062391	BAYERISCHE MOTOREN WERKE	BMW	530I	2002	VEHICLE SPEED CONTROL
10020160	DAIMLERCHRY SLER CORPORATIO N	DODGE	STRATUS	1998	OTHER
10220503	TOYOTA MOTOR CORPORATIO N	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 OSMOSIS ???). 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:B ODY
10073124	MAZDA NORTH AMERICAN OPERATIONS	MAZDA	626	1994	EQUIPMENT:E LECTRICAL:AI R CONDITIONER
10023408	NISSAN NORTH AMERICA, INC.	NISSAN	SENTRA SE-R	2002	VEHICLE SPEED CONTROL:ACC ELERATOR PEDAL

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

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

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

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

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

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

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

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

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

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	RENDEZVOU S	2002	ELECTRICAL SYSTEM
10079947	GENERAL MOTORS CORP.	BUICK	RENDEZVOU S	2002	EQUIPMENT:E LECTRICAL:AI R CONDITIONER
10079947	GENERAL MOTORS CORP.	BUICK	RENDEZVOU S	2002	STEERING:CO LUMN
10079947	GENERAL MOTORS CORP.	BUICK	RENDEZVOU S	2002	SUSPENSION
10079947	GENERAL MOTORS CORP.	BUICK	RENDEZVOU S	2002	SERVICE BRAKES, HYDRAULIC:A NTILOCK
10079948	GENERAL MOTORS CORP.	BUICK	RENDEZVOU S	2002	TIRES
10079948	GENERAL MOTORS CORP.	BUICK	RENDEZVOU S	2002	EQUIPMENT:E LECTRICAL:AI R 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

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

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

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

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

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

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

10079948	GENERAL MOTORS CORP.	BUICK	RENDEZVOU S	2002	SUSPENSION: FRONT
10079948	GENERAL MOTORS CORP.	BUICK	RENDEZVOU S	2002	ENGINE AND ENGINE COOLING:ENGI NE
10079948	GENERAL MOTORS CORP.	BUICK	RENDEZVOU S	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:UN DERBODY SHIELDS

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

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

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

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

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



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	VOLKSWAG EN	JETTA	2003	ELECTRICAL SYSTEM:WIRI NG:FRONT UNDERHOOD
10082190	DAIMLERCHRY SLER CORPORATIO N	CHRYSLER	SEBRING CONVERTIBL E	1997	STEERING
10088651	FORD MOTOR COMPANY	FORD	TAURUS	2001	ELECTRICAL SYSTEM
10153435	TOYOTA MOTOR CORPORATIO N	TOYOTA	COROLLA	2003	VEHICLE SPEED CONTROL
10102789	VOLKSWAGEN OF AMERICA, INC	VOLKSWAG EN	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

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

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	VOLKSWAG EN	PASSAT	1999	VEHICLE SPEED CONTROL:ACC ELERATOR PEDAL
10109508	DAIMLERCHRY SLER CORPORATIO N	CHRYSLER	SEBRING CONVERTIBL E	1998	STEERING:CO LUMN
10100220	FORD MOTOR COMPANY	FORD	WINDSTAR	2003	VEHICLE SPEED CONTROL:ACC ELERATOR PEDAL
10110852	DAIMLERCHRY SLER CORPORATIO N	CHRYSLER	SEBRING	1998	STEERING:CO LUMN
10107101	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	1995	VEHICLE SPEED CONTROL:ACC ELERATOR PEDAL
10107101	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	1995	OTHER
10112418	BAYERISCHE MOTOREN WERKE	BMW	325IS	1993	ENGINE AND ENGINE COOLING:COO LING SYSTEM
10112418	BAYERISCHE MOTOREN WERKE	BMW	325IS	1993	EXTERIOR LIGHTING

1999 VW PASSAT ON 12/15/04 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 NEAR

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 EDITION

ON 5-10-04 I WAS DRIVING HOME IN HEAVY TRAFFIC TRAVELING AT ABOUT 55 MPH, THEN SUDDENLY THE CAR SURGED ON ITS 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 CAR

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

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

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 UNGLUED AND BUBBLING. MY DRIVER SIDE FLOOR MAT HITS THE GAS PEDAL. THE CHECK COOLANT LIGHT ON MY COMPUTER IS

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 UNGLUED AND BUBBLING. MY DRIVER SIDE FLOOR MAT HITS THE GAS PEDAL. THE CHECK COOLANT LIGHT ON MY COMPUTER IS

10112418	BAYERISCHE MOTOREN WERKE	BMW	325IS	1993	LATCHES/LOC KS/LINKAGES
10112418	BAYERISCHE MOTOREN WERKE	BMW	325IS	1993	VISIBILITY:WIN DSHIELD WIPER/WASHE R:LINKAGES
10112418	BAYERISCHE MOTOREN WERKE	BMW	325IS	1993	EXTERIOR LIGHTING:FOG LIGHTS:SWITC H
10116867	GENERAL MOTORS CORP.	BUICK	LESABRE	2005	SERVICE BRAKES, HYDRAULIC:A NTILOCK
10118119	FORD MOTOR COMPANY	FORD	ESCORT	1997	VEHICLE SPEED CONTROL:ACC ELERATOR 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:FRONTA L

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 UNGLUED AND BUBBLING. MY DRIVER SIDE FLOOR MAT HITS THE GAS PETAL. THE CHECK COOLANT LIGHT ON MY COMPUTER IS

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 UNGLUED AND BUBBLING. MY DRIVER SIDE FLOOR MAT HITS THE GAS PETAL. THE CHECK COOLANT LIGHT ON MY COMPUTER IS

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 UNGLUED AND BUBBLING. MY DRIVER SIDE FLOOR MAT HITS THE GAS PETAL. THE CHECK COOLANT LIGHT ON MY COMPUTER IS

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 ACCELERATION. 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

10126617	MITSUBISHI MOTORS NORTH AMERICA, INC.	MITSUBISHI	DIAMANTE	2001	ENGINE AND ENGINE COOLING:COO LING 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:ACC ELERATOR PEDAL
10124522	TOYOTA MOTOR NORTH AMERICA, INC.	TOYOTA	PRIUS	2005	VEHICLE SPEED CONTROL:ACC ELERATOR PEDAL
10124522	TOYOTA MOTOR NORTH AMERICA, INC.	TOYOTA	PRIUS	2005	LATCHES/LOC KS/LINKAGES

NOTICED A SMELL OF ANTIFREEZE COMING 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 SUDDENLY 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:P OWER ASSIST
10128592	FORD MOTOR COMPANY	FORD	MUSTANG	2004	OTHER
10124246	FORD MOTOR COMPANY	FORD	MUSTANG	2004	VEHICLE SPEED CONTROL:ACC ELERATOR PEDAL
10128662	VOLKSWAGEN OF AMERICA, INC	AUDI	A4 CABRIOLET	2003	VEHICLE SPEED CONTROL:ACC ELERATOR PEDAL
10128840	FORD MOTOR COMPANY	FORD	MUSTANG	2003	VEHICLE SPEED CONTROL:ACC ELERATOR PEDAL
10129218	FORD MOTOR COMPANY	FORD	MUSTANG	2004	FUEL SYSTEM, GASOLINE:CA RBURETOR SYSTEM
10131955	TOYOTA MOTOR NORTH AMERICA, INC.	TOYOTA	CAMRY	2004	VEHICLE SPEED CONTROL:ACC ELERATOR 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 MANUFACTUR ER	UNKNOWN	UNKNOWN	9999	VISIBILITY:WIN DSHIELD
10130595	UNKNOWN MANUFACTUR ER	UNKNOWN	UNKNOWN	9999	EQUIPMENT
10133529	FORD MOTOR COMPANY	FORD	FOCUS	2002	OTHER
10133379	FORD MOTOR COMPANY	FORD	MUSTANG	2004	EQUIPMENT
10135068	DAIMLERCHRY SLER CORPORATIO N	JEEP	WRANGLER	2001	LATCHES/LOC KS/LINKAGES: DOORS:LATCH
10135068	DAIMLERCHRY SLER CORPORATIO N	JEEP	WRANGLER	2001	SEAT BELTS:FRONT
10135068	DAIMLERCHRY SLER CORPORATIO N	JEEP	WRANGLER	2001	SERVICE BRAKES, HYDRAULIC
10135068	DAIMLERCHRY SLER CORPORATIO N	JEEP	WRANGLER	2001	STRUCTURE:B ODY:DOOR:HI NGE AND ATTACHMENT S

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

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

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

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

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

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

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

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

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

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

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

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

10144212	FORD MOTOR COMPANY	FORD	F-150	2005	STRUCTURE
10144296	FORD MOTOR COMPANY	LINCOLN	TOWN CAR	2002	VEHICLE SPEED CONTROL
10145570	MINITUBISHI MOTORS NORTH AMERICA, INC.	MINITUBISHI	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:FUSE S AND CIRCUIT BREAKERS
10153383	GENERAL MOTORS CORP.	CHEVROLET	TRAILBLAZER	2003	STRUCTURE:B ODY:ROOF AND PILLARS
10152893	FORD MOTOR COMPANY	FORD	EXPLORER	1999	VEHICLE SPEED CONTROL:CAB LES

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:WIRI NG: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:E LECTRICAL:RA DIO/TAPE DECK/CD ETC.
10156563	FORD MOTOR COMPANY	FORD	CVPI	2004	ENGINE AND ENGINE COOLING:EXH AUST SYSTEM:EMIS SION CONTROL:CAT ALYTIC 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:CRU ISE CONTROL
10158173	HYUNDAI MOTOR COMPANY	HYUNDAI	TUCSON	2005	STRUCTURE
10158825	GENERAL MOTORS CORP.	OLDSMOBIL E	ALERO	2001	VEHICLE SPEED CONTROL:ACC ELERATOR PEDAL
10158542	VOLKSWAGEN OF AMERICA, INC	AUDI	A4	2003	VEHICLE SPEED CONTROL:ACC ELERATOR PEDAL
10152752	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	ODYSSEY	2006	VEHICLE SPEED CONTROL
10161109	MITSUBISHI MOTORS NORTH AMERICA, INC.	MITSUBISHI	GALANT	2001	EQUIPMENT:E LECTRICAL:AI R CONDITIONER
10163041	MITSUBISHI MOTORS NORTH AMERICA, INC.	DIAMOND CARE	DIAMOND CARE	9999	EQUIPMENT:M ECHANICAL

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 RELEASSED 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:E LECTRICAL:AI R 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:ACC ELERATOR PEDAL
10163952	GENERAL MOTORS CORP.	CHEVROLET	TRAILBLAZER	2006	OTHER
10163041	MITSUBISHI MOTORS NORTH AMERICA, INC.	MITSUBISHI	DIAMANTE	2002	ENGINE AND ENGINE COOLING:COO LING SYSTEM
10163348	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CIVIC	1997	VEHICLE SPEED CONTROL:ACC ELERATOR 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

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

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

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

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

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 CORPORATIO N	TOYOTA	TACOMA	2003	STRUCTURE
10167348	FORD MOTOR COMPANY	FORD	RANGER	2005	OTHER
10167046	DAIMLERCHRY SLER CORPORATIO N	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:EL ECTRICAL:AI R CONDITIONER
10171354	TOYOTA MOTOR NORTH AMERICA, INC.	TOYOTA	CAMRY	2007	VEHICLE SPEED CONTROL
10172519	VOLKSWAGEN OF AMERICA, INC	VOLKSWAG EN	PASSAT	2002	VISIBILITY:SUN ROOF ASSEMBLY
10173061	FORD MOTOR COMPANY	FORD	MUSTANG	2007	VEHICLE SPEED CONTROL
10168886	TOYOTA MOTOR CORPORATIO N	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 CORPORATIO N	TOYOTA	CAMRY SOLARA	2004	POWER TRAIN:AUTOM ATIC TRANSMISSIO N

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 WERE 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 DAMPNES 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 CORPORATIO N	TOYOTA	CAMRY	2007	OTHER
10189260	GENERAL MOTORS CORP.	SAAB	9-3	2007	VEHICLE SPEED CONTROL:ACC ELERATOR PEDAL
10196314	TOYOTA MOTOR CORPORATIO N	TOYOTA	CAMRY	2007	VEHICLE SPEED CONTROL:ACC ELERATOR PEDAL
10192384	TOYOTA MOTOR CORPORATIO N	LEXUS	ES350	2007	VEHICLE SPEED CONTROL
10193213	GENERAL MOTORS CORP.	CHEVROLET	MALIBU	2002	OTHER
10190820	GENERAL MOTORS CORP.	CHEVROLET	COBALT	2005	VEHICLE SPEED CONTROL:ACC ELERATOR PEDAL
10190446	TOYOTA MOTOR CORPORATIO N	LEXUS	ES350	2007	OTHER
10193540	TOYOTA MOTOR CORPORATIO N	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 CORPORATIO N	LEXUS	ES350	2007	VEHICLE SPEED CONTROL:ACC ELERATOR PEDAL
10192351	TOYOTA MOTOR CORPORATIO N	LEXUS	ES350	2007	VEHICLE SPEED CONTROL
10192435	TOYOTA MOTOR CORPORATIO N	LEXUS	ES350	2007	VEHICLE SPEED CONTROL
10193512	TOYOTA MOTOR CORPORATIO N	LEXUS	ES350	2007	VEHICLE SPEED CONTROL:ACC ELERATOR PEDAL
10196484	DAIMLERCHRY SLER CORPORATIO N	CHRYSLER	TOWN AND COUNTRY	2005	EQUIPMENT
10200125	TOYOTA MOTOR CORPORATIO N	LEXUS	ES350	2007	VEHICLE SPEED CONTROL
10184331	TOYOTA MOTOR NORTH AMERICA, INC.	TOYOTA	AVALON	2003	VEHICLE SPEED CONTROL
10196484	DAIMLERCHRY SLER CORPORATIO N	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 ATTEMPTS 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:COO LING SYSTEM
10196509	TOYOTA MOTOR CORPORATIO N	LEXUS	ES350	2007	VEHICLE SPEED CONTROL:ACC ELERATOR PEDAL
10192755	TOYOTA MOTOR NORTH AMERICA, INC.	LEXUS	LS430	2001	EQUIPMENT ADAPTIVE
10192755	TOYOTA MOTOR NORTH AMERICA, INC.	LEXUS	LS430	2001	VEHICLE SPEED CONTROL:ACC ELERATOR PEDAL
10197358	TOYOTA MOTOR CORPORATIO N	LEXUS	ES350	2007	POWER TRAIN:AUTOM ATIC TRANSMISSIO N
10199857	TOYOTA MOTOR CORPORATIO N	LEXUS	ES350	2007	VEHICLE SPEED CONTROL
10197801	TOYOTA MOTOR CORPORATIO N	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 CORPORATIO N	TOYOTA	PRIUS	2006	EQUIPMENT
10200150	TOYOTA MOTOR CORPORATIO N	LEXUS	ES350	2007	OTHER
10200366	TOYOTA MOTOR CORPORATIO N	LEXUS	ES350	2007	VEHICLE SPEED CONTROL:ACC ELERATOR 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 CORPORATIO N	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 CORPORATIO N	TOYOTA	AVALON	2007	SERVICE BRAKES, HYDRAULIC:A NTILOCK
10200097	TOYOTA MOTOR CORPORATIO N	TOYOTA	AVALON	2007	OTHER
10200097	TOYOTA MOTOR CORPORATIO N	TOYOTA	AVALON	2007	VEHICLE SPEED CONTROL:ACC ELERATOR PEDAL
10200097	UNKNOWN MANUFACTUR ER	UNKNOWN	UNKNOWN	9999	EQUIPMENT
10212718	TOYOTA MOTOR CORPORATIO N	TOYOTA	TACOMA	2006	VEHICLE SPEED CONTROL
10128672	VOLKSWAGEN OF AMERICA, INC	AUDI	A4 CABRIOLET	2004	VEHICLE SPEED CONTROL:ACC ELERATOR PEDAL
10205982	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	ACCORD	2007	EQUIPMENT
10205982	RUBBER MANUFACTUR ERS 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



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:COO LING SYSTEM
10206969	GENERAL MOTORS CORP.	CHEVROLET	VENTURE	2000	STRUCTURE:B ODY:DOOR:HI NGE AND ATTACHMENT S
10202357	TOYOTA MOTOR NORTH AMERICA, INC.	TOYOTA	CAMRY	2005	OTHER
10205811	TOYOTA MOTOR CORPORATIO N	TOYOTA	TUNDRA	2007	VEHICLE SPEED CONTROL:ACC ELERATOR 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](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 CORPORATIO N	TOYOTA	TACOMA	2007	VEHICLE SPEED CONTROL
10149866	FORD MOTOR COMPANY	FORD	MUSTANG	2005	VEHICLE SPEED CONTROL
10212824	TOYOTA MOTOR CORPORATIO N	LEXUS	ES350	2007	EQUIPMENT
10210666	TOYOTA MOTOR CORPORATIO N	LEXUS	ES350	2007	EQUIPMENT
10083798	HONDA (AMERICAN HONDA MOTOR CO.)	HONDA	CR-V	2004	VEHICLE SPEED CONTROL:ACC ELERATOR PEDAL
10215609	TOYOTA MOTOR CORPORATIO N	TOYOTA	TUNDRA	2007	EQUIPMENT ADAPTIVE
10209774	TOYOTA MOTOR CORPORATIO N	TOYOTA	CAMRY	2007	AIR BAGS
10199802	TOYOTA MOTOR CORPORATIO N	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 CORPORATIO N	TOYOTA	PRIUS	2007	VEHICLE SPEED CONTROL:CRU ISE CONTROL
10204341	TOYOTA MOTOR CORPORATIO N	LEXUS	GS300	2006	VEHICLE SPEED CONTROL:ACC ELERATOR PEDAL
10204283	TOYOTA MOTOR CORPORATIO N	TOYOTA	CAMRY	2007	OTHER
10204341	TOYOTA MOTOR NORTH AMERICA, INC.	TOYOTA	CROWN	1968	EQUIPMENT:M ECHANICAL
10206622	TOYOTA MOTOR CORPORATIO N	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 CORPORATIO N	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 CORPORATIO N	TOYOTA	TUNDRA	2007	VEHICLE SPEED CONTROL
10217154	TOYOTA MOTOR CORPORATIO N	TOYOTA	CAMRY	2007	EQUIPMENT
10203221	TOYOTA MOTOR CORPORATIO N	LEXUS	ES350	2007	VEHICLE SPEED CONTROL:ACC ELERATOR PEDAL
10214042	TOYOTA MOTOR NORTH AMERICA, INC.	LEXUS	RX330	2005	VEHICLE SPEED CONTROL:ACC ELERATOR 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 CORPORATIO N	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:GLA SS, SIDE/REAR
10218762	TOYOTA MOTOR CORPORATIO N	TOYOTA	TUNDRA	2007	EQUIPMENT
10218762	TOYOTA MOTOR CORPORATIO N	TOYOTA	TUNDRA	2007	VEHICLE SPEED CONTROL:ACC ELERATOR 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 CORPORATIO N	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 7 STUCK THROTTLE7 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 INTERFERING 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:IGNITI ON:SWITCH
10216574	GENERAL MOTORS CORP.	SATURN	ION	2004	EQUIPMENT
10221766	DAIMLERCHRY SLER CORPORATIO N	JEEP	WRANGLER 2- DR 4X4	2007	STRUCTURE:B ODY:ROOF AND PILLARS
10221766	DAIMLERCHRY SLER CORPORATIO N	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:ACC ELERATOR PEDAL

I WOULD LIKE TO REPORT A RECURRING 7 STUCK THROTTLE7 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:COO LING SYSTEM:RADI ATOR ASSEMBLY
10220219	HYUNDAI MOTOR COMPANY	HYUNDAI	SONATA	2007	VEHICLE SPEED CONTROL:ACC ELERATOR PEDAL
10218118	TOYOTA MOTOR CORPORATIO N	LEXUS	ES350	2007	EQUIPMENT ADAPTIVE
10218118	TOYOTA MOTOR CORPORATIO N	LEXUS	ES350	2007	VEHICLE SPEED CONTROL
10217292	DAIMLERCHRY SLER CORPORATIO N	DODGE	STRATUS	1999	OTHER
10217292	DAIMLERCHRY SLER CORPORATIO N	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 CORPORATIO N	LEXUS	ES350	2007	VEHICLE SPEED CONTROL:ACC ELERATOR PEDAL
10222320	TOYOTA MOTOR CORPORATIO N	LEXUS	ES350	2007	EQUIPMENT ADAPTIVE
10222517	FORD MOTOR COMPANY	FORD	MUSTANG GT	2005	VEHICLE SPEED CONTROL:ACC ELERATOR PEDAL
10219073	FORD MOTOR COMPANY	FORD	TAURUS	2003	VISIBILITY:DEF ROSTER/DEFO GGER SYSTEM:WIND SHIELD:BLOW ER
10219073	FORD MOTOR COMPANY	FORD	TAURUS	2003	STRUCTURE
10219141	TOYOTA MOTOR CORPORATIO N	TOYOTA	4RUNNER	2007	VEHICLE SPEED CONTROL:ACC ELERATOR 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 CORPORATIO N	LEXUS	ES350	2007	VEHICLE SPEED CONTROL
10226564	TOYOTA MOTOR CORPORATIO N	LEXUS	ES350	2007	EQUIPMENT ADAPTIVE
10225439	FORD MOTOR COMPANY	FORD	F150	2005	SERVICE BRAKES, HYDRAULIC:P OWER ASSIST:HYDRA ULIC:HOSES, LINES/PIPING, AND FITTINGS
10223235	VOLKSWAGEN OF AMERICA, INC	VOLKSWAG EN	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 CONTROL

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 CONTROL

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 REPLACEMENT

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 PRESSURE TO THE BRAKE PEDAL



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

28-JUL-2009

Repository Reference No.  
10278567

## OWNER INFORMATION (Type or Print)

Name

Address

City

NORTH HAVEN

State

CT

Zip Code

Daytime Telephone Number

E-mail Address

Evening Telephone Number

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

## VEHICLE INFORMATION

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

JTHBJ46G072

Make

LEXUS

Model

ES350

Model Year

2007

Date Purchased

Dealer's Name and Telephone Number

Engine:

No: Cylinders

Fuel Type:

Original Owner

Dealer's City

State

Zip Code

Transmission Type

 Antilock Brakes

Powertrain

Multiple Failure:

Incident Date(s)

25-JUL-2009

 Cruise Control

## FAILED COMPONENT(S)/PART(S) INFORMATION

Vehicle Component Codes: 061000 ENGINE AND ENGINE COOLING: ENGINE, 180000 VEHICLE SPEED CONTROL

Failure Mileage  
39000

Failure Speed

## 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: DOTM9ABC036)

 Original Equipment  
 Prior Repair

Failure Location:

Tire Component Code

Tire Failure Type:

## ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE

Make:

Date Manufactured:

Model No./Name:

Seat Type:

Installation System:

Child Seat Component Code:

Failed Part:

## APPLICABLE INCIDENT INFORMATION

(Please describe in detail the incident(s), Failure(s), Crash(es), and injury(ies).)

Crash

 Yes  No

Fire

 Yes  No

Number of Persons Injured

1

Number of Deaths

0

Reported to Police

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).

TL\* THE CONTACT OWNS A 2007 LEXUS ES350. THE CONTACT STATED THAT THE VEHICLE ACCELERATES WITHOUT WARNING. SHE STATED THAT THE ENGINE MADE A SQUEALING NOISE WHEN SHE PRESSED THE PUSH TO START BUTTON. SHE DEPRESSED THE BRAKE PEDAL, PLACED THE VEHICLE INTO REVERSE, AND THE VEHICLE SPED UP AND WOULD NOT STOP. SHE DEPRESSED THE BRAKE PEDAL WITH ALL OF HER STRENGTH, BUT THE VEHICLE WOULD NOT STOP. IT FINALLY CAME TO A STOP WHEN IT STRUCK THE SIDE OF A GARAGE. THE CONTACT WAS BRUISED AND STARTLED. A POLICE REPORT WAS FILED. THE SPEED WAS UNKNOWN. THE FAILURE MILEAGE WAS 39,000.

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

ATTACH ADDITIONAL SHEETS IF NECESSARY

The Privacy Act of 1974-Public Law 93-579 This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond to this questionnaire. Your response may be used to assist the NHTSA in determining whether a Manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.

From: <Scott.Yon@dot.gov>

Sent: 11/7/2009 4:58 AM

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

Cc: [-] <Jeff.Quandt@dot.gov>

Bcc: [-]

Subject: [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 discuss.

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

-----  
The information contained in this e-mail message has been sent from a federal agency of the United States Government. It may be privileged, confidential, and/or protected from disclosure. If you are not the intended recipient, any further disclosure or use, dissemination, distribution, or copying this message or any attachment is prohibited. If you think that you have received this e-mail message in error, please delete it and notify the sender.  
=====

# 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:** [REDACTED]

## 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

**Failure Mileage:** 6000      **Antilock Brakes:** N  
**Body Style:**      **Speed:** 60  
**Fuel Type:**      **Powertrain:**  
**Purchase Date:**      **Fuel System:**

**VIN:** JTHBJ46G382 [REDACTED]      **Original Owner:** N  
**# of Cylinders:**      **Engine Size:**  
**Cruise Control:** N      **Vehicle Usage:**  
**Current Mileage:**      **Transmission Type:**

**Component:** 180000 VEHICLE SPEED CONTROL



# OFFICE OF DEFECTS INVESTIGATION (ODI)

## Complaints - Search Results

7 Record(s) Displayed.

Report Date : **January 26, 2010 at 12:12 PM**

ODI Numbers Searched : **10286777, 10285021, 10261772,  
10292970, 10287371, 10284648,  
10286385**

**Make :** TOYOTA

**Model :** COROLLA

**Year :** 2010

**Manufacturer :** TOYOTA MOTOR CORPORATION

**Crash :** Yes

**Fire :** No

**Number of Injuries:** 1

**ODI ID Number :** 10292970

**Number of Deaths:** 0

**Date of Failure:** August 5, 2009

**VIN :** 1NXBU4EE3AZ...

**Component:** EQUIPMENT ADAPTIVE

**Summary:**

2010 TOYOTA COROLLA LOOSE DRIVER'S SIDE FLOORMAT BETWEEN LODGED BETWEEN BRAKE PEDAL AND ACCELERATOR CAUSES CAR TO ACCELERATE WHILE TRYING TO STOP. ALREADY CAUSED TWO REAR-END COLLISIONS. FACTORY-PROVIDED FLOOR MAT AND HOLDDOWN CLIPS WERE NEVER INSTALLED BY THE FACTORY OR THE DEALER. WE WERE UNSUCCESSFUL IN GETTING ANY HELP FROM TOYOTA SALES, USA, OR RICE TOYOTA, LOCAL DEALER. \*TR

**Make :** TOYOTA

**Model :** COROLLA

**Year :** 2009

**Manufacturer :** TOYOTA MOTOR CORPORATION

**Crash :** No

**Fire :** No

**Number of Injuries:** 0

**ODI ID Number :** 10287371

**Number of Deaths:** 0

**Date of Failure:** September 21, 2009

**VIN :** 2T1BU40E99C...

**Component:** VEHICLE SPEED CONTROL

**Summary:**

TL\*THE CONTACT OWNS A 2009 TOYOTA COROLLA. WHILE ATTEMPTING TO PROCEED AT A TRAFFIC LIGHT, THE VEHICLE SUDDENLY ACCELERATED. HE WAS UNABLE TO CONTROL THE VEHICLE SPEED AFTER ENGAGING THE BRAKE PEDAL. HE WAS FORCED TO PLACE THE VEHICLE IN NEUTRAL AND SHUT THE ENGINE OFF. WHEN HE RESTARTED THE VEHICLE, HE NOTICED THAT THE RPMS WERE RAPIDLY INCREASING AND THAT THE ACCELERATOR PEDAL WAS STUCK BETWEEN THE FLOOR MAT. HE NOTIFIED THE MANUFACTURER AND WAS ADVISED THAT HIS YEAR, MAKE AND MODEL VEHICLE WAS NOT A PART OF THE EXISTING RECALL. THE FLOOR MAT WAS REPLACED. THE VIN WAS NOT AVAILABLE. THE FAILURE MILEAGE WAS 5,900 AND THE CURRENT MILEAGE WAS 6,000. UPDATED 11/17/09

**Make :** TOYOTA

**Model :** HIGHLANDER

**Year :** 2008

**Manufacturer :** TOYOTA MOTOR CORPORATION

**Crash :** Yes

**Fire :** No

**Number of Injuries:** 0

**ODI ID Number :** 10286777

**Number of Deaths:** 0

**Date of Failure:** August 11, 2008

**VIN :** JTEES43A482...

**Component:** VEHICLE SPEED CONTROL

**Summary:**

TL\* THE CONTACT OWNS A 2008 TOYOTA HIGHLANDER. WHILE DRIVING IN REVERSE OUT OF A PARKING GARAGE, THE

ALL-WEATHER FLOOR MAT SHIFTED UNDER THE ACCELERATOR PEDAL AND CAUSED IT TO STICK WHICH CAUSED HIM TO CRASH INTO THE GARAGE. THE VEHICLE WAS TAKEN TO A COLLISION CENTER AND REPAIRED AT AN ESTIMATED COST OF \$4,000. THE FAILURE MILEAGE WAS 4,957. THE CURRENT MILEAGE WAS UNKNOWN.

**Make :** TOYOTA

**Model :** COROLLA

**Year :** 2009

**Manufacturer :** TOYOTA MOTOR CORPORATION

**Crash :** No

**Fire :** No

**Number of Injuries:** 0

**ODI ID Number :** 10286385

**Number of Deaths:** 0

**Date of Failure:** July 23, 2009

**VIN :** 2T1BU40EX9C...

**Component:** EQUIPMENT ADAPTIVE

**Summary:**

2009 TOYOTA COROLLA - FLOOR MAT (PURCHASED AT PEPBOYS) GOT STUCK ON THE ACCELERATION PEDAL AT MAXIMUM SPEED. \*TR

**Make :** TOYOTA

**Model :** HIGHLANDER

**Year :** 2007

**Manufacturer :** TOYOTA MOTOR CORPORATION

**Crash :** Yes

**Fire :** No

**Number of Injuries:** 3

**ODI ID Number :** 10285021

**Number of Deaths:** 0

**Date of Failure:** September 8, 2009

**VIN :** JTEEP21A870...

**Component:** VEHICLE SPEED CONTROL

**Summary:**

TL\* THE CONTACT OWNS A 2007 TOYOTA HIGHLANDER. THE CONTACT STATED THAT WHEN ATTEMPTING TO EXIT A PARKING SPACE, THE ALL WEATHER FLOOR MATS THAT HE PURCHASED IN 2007 CAUSED THE ACCELERATOR PEDAL TO STICK. AS A CONSEQUENCE HE CRASHED INTO SEVERAL TREES. THE VEHICLE WAS COMPLETELY DESTROYED. HE AND THREE OTHER OCCUPANTS WERE INJURED. THE MANUFACTURER AND THE DEALER WERE BOTH NOTIFIED. THE CURRENT AND FAILURE MILEAGES WERE 41,212.

**Make :** TOYOTA

**Model :** COROLLA

**Year :** 2009

**Manufacturer :** TOYOTA MOTOR CORPORATION

**Crash :** No

**Fire :** No

**Number of Injuries:** 0

**ODI ID Number :** 10284648

**Number of Deaths:** 0

**Date of Failure:** September 1, 2009

**VIN :** JTDDBL40E899...

**Component:** VEHICLE SPEED CONTROL

**Summary:**

I BOUGHT A TOYOTA COROLLA MARCH 2009 ,ON ABOUT SEPT. 1, 2009 I WAS DRIVING AROUND PALOS VERDES I SAW DONALD TRUPM'S GOLF COURSE.SO I PULLED IN AND DROVE THROUGH THE DROP OFF AREA AND ASK THE GUY THAT WAS OUT THERE FOR A FLYER AND HE GAVE ME ONE AND THEM I WENT TO THE STOP SIGN TO LEAVE. I WAS PULLING OUT AND I SAW A SMALL TRUCK COMING SO I JUMPED ON THE ACCELERATOR TO GET AHEAD OF TRUCK AND WHEN I LET UP ON THE ACCELERATOR THE CAR DIDN'T SLOW DOWN.I THEN HAD TO PUSH ON MY BRAKES AS HARD AS I COULD WHILE PULLING ON THE STREWING WHEELREALLY HARD TO HELP ME PUSH THE BRAKE PEDAL REAL HARD.THE CAR WOULD NOT STOP RUNNING FAST IT GOT STUCK IN PASSING GEAR MOLD AND WON'T STOP FROM REALLY RACING THE ENGINE.! WAS REAL LUCKY THERE WAS A PLACE TO PULL OF THE ROAD,SO I PULLED INTO A SMALL PARKING AREA AND PUT THE CAR INTO PARK,I TURNED THE KEY OFF AND THEM I STARED THE CAR AGAIN AND IT WAS STILL RACING THE ENGINE REALLY REALLY FAST. SO I TURNED THE KEY OFF AGAIN AND I DIDN'T KNOW WHAT TO DO.I DIDN'T WANT TO DRIVE DOWN THE HILLS IN PALOS VERDES BECAUSE THAT WAS REALLY SCARY AND I THINK THAT IF I WASN'T USE TO BEING AROUND CAR'S WITH MY X-HUSBAND A LOT,LIKE PULLING CAR'S WITH A ROPE TO START THEM AND THEN SLAMMING ON THE BRAKE WHEN IT STARTED TO KEEP FROM RUNNING INTO THE CAR THAT WAS TOWING ME..SOME OTHER PEOPLE COULD PANIC AND HAVE A REALLY BAD ACCIDENT. SO ANY WAY I HAD A FRIEND WITH ME AND I OPENED THE HOOD AND ASK HER TO GET INTO THE DRIVERS SIT TO PUMP ON THE GAS PEDDLE I TRIED TO SEE WERE THE LINKAGE WAS TO SEE IF I COULD DO SOMETHING TO STOP THE

MOTOR FROM RACING. I COULD NOT SEE WHERE THE LINKAGE WAS AND I DIDN'T WANT TAKE THE COVER OF THE MOTOR BECAUSE I HAVEN'T DONE THAT ON NEWER CAR'S. SO I GOT BACK INTO THE DRIVERS SEAT AND GOT MY PURSE OUT TO CALL THE AUTOMOBILE CLUB BUT BEFORE I DID THAT I THOUGHT I WOULD TRY STARTING THE CAR ONE MORE TIME AND IT WAS O.K. I TOOK THE CAR TO TOYOTA TO CHECK IT THEY COULDN'T GET TO DO THE SAME THING AND TRIED TO BLAME IT ON THE CARPET. \*TR

---

**Make :** TOYOTA

**Model :** HIGHLANDER

**Year :** 2008

**Manufacturer :** TOYOTA MOTOR CORPORATION

**Crash :** No

**Fire :** No

**Number of Injuries :** 0

**ODI ID Number :** 10261772

**Number of Deaths :** 0

**Date of Failure:** March 13, 2009

**VIN :** JTEES42A082...

**Component:** VEHICLE SPEED CONTROL

**Summary:**

2008 TOYOTA HIGHLANDER - ACCELERATED TO PASS A CAR IN THE NEXT LANE SO I COULD PASS AND THE ACCELERATOR GOT STUCK. I COULD NOT STOP THE CAR. I PULLED INTO THE SHOULDER AND THOUGH THE CAR INTO NEUTRAL AND HAD BOTH FEET ON THE BRAKE AND STILL THE CAR WANTED TO GO BUT IT SLOWED A BIT SO I THREW IT INTO PARK AND THE JERKED BUT FINALLY CAME TO A STOP AND I SHUT OFF THE CAR. THIS IS THE 2ND TIME THIS HAS HAPPENED TO ME AND I AM AFRAID THAT IT MAY CAUSE A SERIOUS ACCIDENT. CURRENTLY THE CAR IS AT THE DEALERSHIP. HOWEVER, THE DEALERSHIP SAYS THEY HAVEN'T HEARD OF THIS BEFORE. YET WHEN I GOOGLED THE ISSUE TOYOTA HAS HAD THIS PROBLEM BEFORE WITH THE HIGHLANDER AS WELL AS OTHER VEHICLES INCLUDING THE CAMRY. \*TR

---



From: Yoshi Inaba/=TMS/Toyota.

Sent: 2/2/2010 5:18 PM.

To: [-]

Cc: [-]

Bcc: [-]

Subject: Fw: GREETINGS.

今日話した、[REDACTED] 情報です。ひかえておいてください。

----- Forwarded by Yoshi Inaba/TMS/Toyota on 02/02/2010 05:16 PM -----

"Yoshimi Inaba" <yoshi@ddp.ms246.net>  
Sent by: INABA YOSHIMI <yoshimi.inaba@gmail.com>  
01/31/2010 08:15 AM  
Please respond to  
<yoshi@ddp.ms246.net>

To <yoshi\_inaba@toyota.com>  
cc  
Subject FW: GREETINGS

From: [REDACTED]  
Sent: Sunday, January 31, 2010 4:58 PM  
To: yoshi@ddp.ms246.net  
Subject: RE: GREETINGS

Inaba-san:

I will call you on Friday 5th once we are settled in New York. The apartment is [REDACTED]  
[REDACTED] Phone number is mobile ([REDACTED]) or a local U.S. number is [REDACTED]

Please, please do not go out of your way. I realize you must be under extreme pressure and busy with the accelerator issue; so we can meet any time you are less busy.

Best  
[REDACTED]

From: INABA YOSHIMI [mailto:yoshimi.inaba@gmail.com] On Behalf Of Yoshimi Inaba  
Sent: Friday, January 29, 2010 11:41 AM  
To: [REDACTED]  
Subject: RE: GREETINGS

[REDACTED]  
Thanks so much for your words. I will see you then on Feb 5th afternoon. Please let me know how or where to contact you once you are in NY.

Yoshi

From: [REDACTED]  
Sent: Wednesday, January 27, 2010 4:27 PM  
To: yoshi@ddp.ms246.net  
Subject: RE: GREETINGS

Inaba-san :

Thanks, my flight is way to early in the morning so I will take a taxi. No need to trouble anyone.

Will see you on Friday the 5th afternoon if you are free; but please do not go out of your way.

I assume you are under tremendous pressure and stress with the stop of sales/production and all that is now happening. Take care of yourself, and try to avoid as much as you can the stress that is being caused.

Looking forward to seeing you,

[REDACTED]  
From: INABA YOSHIMI [mailto:yoshimi.inaba@gmail.com] On Behalf Of Yoshimi Inaba  
Sent: Wednesday, January 27, 2010 9:14 AM  
To: [REDACTED]  
Subject: RE: GREETINGS

[REDACTED]  
I will see you anyhow on Feb. 5 after your arrival. Here are our contact information. My cell is [REDACTED] our home [REDACTED] my office [REDACTED] cell [REDACTED]  
If you can let me know your flight info. I will send a car for you. It is NOT a problem so at least let me do that.  
Yoshi

From: [REDACTED]  
Sent: Tuesday, January 26, 2010 4:54 PM  
To: yoshi@ddp.ms246.net  
Subject: RE: GREETINGS

Inaba-san:

Thanks for your message. All is well on my side. I was in Denver, Colorado for my nephews wedding last week and got to see all the family and it was a nice break. I was lucky in that the weather was excellent.

[REDACTED] has been in London for the last 2 weeks, because her father who is 99 years old was not feeling well and as an only child she felt she had to be with her parents. She is supposed to come back this week.

[REDACTED] and I are scheduled to arrive in New York on Friday 5th February morning. I am scheduled to see the surgeon on Friday early afternoon and then will have the operation on Monday 8th February and expect to be in hospital for one night only.  
We plan to be in New York up to something like 18th February. Thanks for your offer, but my brother has a small one bedroom holiday flat in New York somewhere on 3rd Ave. and we will be staying there. It is more convenient and [REDACTED] has been there before and knows the area and the surroundings.

I realize you are extremely busy with all the various issues that keep cropping up. I really do not want to in anyway interrupt your schedule. We will get together in New York, whenever you are free given that we are there for a long time.

Take care and looking forward to seeing you in your territory.

Best  
[REDACTED]

From: INABA YOSHIMI [mailto:yoshimi.inaba@gmail.com] On Behalf Of Yoshimi Inaba  
Sent: Tuesday, January 26, 2010 9:03 AM  
To: [REDACTED]  
Subject: RE: GREETINGS

[REDACTED]  
Hope all is well with you and family. In order to make sure that I will be in NY when you come for the operation I am wondering if you are on planned schedule as you get the operation on Feb 1 and then on staying in NY for a while. If so please let me know your flight details and where you are staying . I will be glad to host you at our apartment which is [REDACTED] an ideal location for [REDACTED] to kill time for shopping or anything. But knowing you , you probably

do not feel comfortable staying somebody else house. I still offer [REDACTED] to stay with us while you are in the hospital .  
Please let me know whatever you feel like.  
Yoshi

From: [REDACTED]  
Sent: Thursday, December 24, 2009 5:43 PM  
To: yoshi@ddp.ms246.net  
Subject: GREETINGS

Inaba-san:

I trust all is well with you and the family and you will be able to spend some time during this holiday season with the family and away from all the stress and tension you are having at work.

We are all doing very well. [REDACTED] and I are planning to go to London for a few days during the New Year holidays. The weather here has been like spring, and I miss having some cold weather and snow; so we hope to experience that in London. We definitely miss our New Year get together with you and the [REDACTED] family.

[REDACTED] and I are planning to be in New York for the first half of February. I was diagnosed with the early stage of cancer in the prostate. The Dr. here advised robotic surgery that is less intrusive and easier to do and claims that the expertise in such robotic surgery is only in the U.S. and France. I have decided to do it in the U.S. with a surgeon in New York. Tentatively I am scheduled to have the surgery on 1st February so planning to be in New York a few days earlier and will have to spend some 10 days after the surgery in New York recuperating before returning. I hope I will get to see you then if not any earlier.

Business has been good and we are all the time short of vehicles. We could have delivered at least another 2-3,000 units this year if we had availability. Supply remains tight as TMC would prefer to supply more profitable markets than ours, where pricing is competitive and profit margin are at very low levels for them.

You take good care of yourself. Have a wonderful holiday season with lots of laughter and very best wishes to [REDACTED]

\*\*\*\*\*  
This footnote confirms that this email message has been scanned by  
PineApp Mail-SeCure for the presence of malicious code, vandals & computer viruses.  
\*\*\*\*\*

\*\*\*\*\*  
This footnote confirms that this email message has been scanned by  
PineApp Mail-SeCure for the presence of malicious code, vandals & computer viruses.  
\*\*\*\*\*

\*\*\*\*\*



From: "JEFF GREEN, BLOOMBERG/ NEWSROOM:" <jgreen16@bloomberg.net> Sent:2/5/2010 2:46 AM.  
To: [-] jgreen16@bloomberg.net.  
Cc: [-] .  
Bcc: [-] .  
Subject: Fwd: + Toyota Faces at Least 29 Lawsuits Over Acceleration (Update1).

+ Toyota Faces at Least 29 Lawsuits Over Acceleration (Update1)

---  
-----  
Jeff Green  
Bloomberg News  
Work: +1 (248) 827-2945  
Mobile: +1 (248) 310-9015  
-----

Sent From Bloomberg Mobile MSG

+-----+  
Toyota Faces at Least 29 Lawsuits Over Acceleration (Update1)  
2010-02-05 09:24:36.332 GMT

(Adds Toyota comment in fifth paragraph.)

By Margaret Cronin Fisk  
Feb. 5 (Bloomberg) -- Toyota Motor Corp., the world's largest automaker, faces at least 29 lawsuits filed on behalf of customers in the U.S. and Canada seeking a range of damages from loss of cars' value to a return of profits.  
The class-action suits, in U.S. state and federal courts and Canadian provinces, demand compensation for flaws including those disclosed in Toyota's recalls over sudden acceleration of its vehicles. More than half the cases go beyond the floor mats and pedals cited by the company.  
Suits include Texas and South Carolina cases limited to customers in those states, and California complaints aimed at bringing in all Toyota owners in the U.S. Eventually the U.S. suits will be combined before one federal judge for pretrial evidence-gathering and rulings, said Michael Louis Kelly, a lawyer who filed two proposed national cases in California. "Either Toyota will ask for it or we will," Kelly said yesterday in an interview. Combining the lawsuits in a multidistrict litigation would "streamline pretrial matters" for both sides, he said.  
Mike Michels, a Toyota spokesman, declined to comment for this story. Ririko Takeuchi, a Toyota spokeswoman in Tokyo, said she is not aware of any lawsuits against the company in Japan citing defects in its cars when contacted by phone today.

#### Growing Cases

The number of cases has grown daily in the past week. The company also faces at least 10 lawsuits brought by individuals claiming deaths or injuries caused by uncontrollable acceleration of vehicles.  
The cases probably will be combined in a federal court in Los Angeles near Toyota's U.S. sales headquarters in Torrance, California, Kelly said. At least eight class actions are in that

state.

Toyota shares rose 1.1 percent to close at 3,315 yen in Tokyo.

The suits were spurred by multiple recalls by Toyota and its Jan. 26 decision to stop U.S. production and sales of eight models to fix defective accelerator pedals. Almost 8 million Toyota vehicles have been recalled worldwide.

Many of those suing the company are seeking damages for buyers of Toyota models that aren't part of the recall. The South Carolina suit was filed on behalf of purchasers of any Toyota vehicle containing the electronic throttle control system known as the ETCS-i, dating to 1998.

#### 'Restitution and Disgorgement'

Plaintiffs are asking for "restitution and disgorgement" of profits and punitive damages, as well as reimbursements for any costs incurred by Toyota owners.

At least nine other U.S. class actions allege a defect in the electronic control system, contending that replacing floor mats and accelerator pedals isn't treating the root of the defect.

If plaintiffs' lawyers can prove this allegation, it will be expensive for Toyota, said Kelly, of the law firm Kirtland & Packard LLP in El Segundo, California.

"If there's a problem other than the carpet or the pedal, you have to be talking billions of dollars," he said.

The South Carolina case is ██████ v. Toyota Motor North America Inc., 3:10-cv-00229, U.S. District Court, District of South Carolina (Columbia). The California cases include ██████ v. Toyota Motor Sales USA Inc., 10-cv-105, U.S. District Court, Central District of California (Santa Ana).

For Related News and Information:

Company litigation summary: 7203 JP <Equity> LITI <GO>

Company news: 7203 JP <Equity> CN <GO>

Top legal stories: TLAW <GO>

--With assistance from Alan Ohnsman in Los Angeles and Makiko Kitamura in Tokyo. Editors: Charles Carter, Peter Blumberg.

To contact the reporter on this story:

Margaret Cronin Fisk in Southfield, Michigan,  
at +1-248-827-2947 or  
mcfisk@bloomberg.net.

To contact the editor responsible for this story:

David E. Rovella at +1-212-617-1092 or  
drovella@bloomberg.net.

From: "JEFF GREEN, BLOOMBERG/ NEWSROOM:" <jgreen16@bloomberg.net> Sent: 2/10/2010 3:30 AM.  
To: [-] jgreen16@bloomberg.net.  
Cc: [-] .  
Bcc: [-] .  
Subject: Fwd: + Toyota Seeks to Dismiss U.S. Lawsuit Over Electronic Throttles.

+ Toyota Seeks to Dismiss U.S. Lawsuit Over Electronic Throttles

---  
-----  
Jeff Green  
Bloomberg News  
Work: +1 (248) 827-2945  
Mobile: +1 (248) 310-9015  
-----

Sent From Bloomberg Mobile MSG

+-----+  
Toyota Seeks to Dismiss U.S. Lawsuit Over Electronic Throttles  
2010-02-10 02:13:28.281 GMT

By Edvard Pettersson  
Feb. 10 (Bloomberg) -- Toyota Motor Corp., facing at least 41 class-action lawsuits over sudden acceleration problems, asked a court to throw out the first of those cases, saying the plaintiffs have no basis to sue.  
Four of the plaintiffs in the lawsuit suffered no "legally cognizable injuries in connection with the alleged defects," Toyota said in its dismissal request filed Feb. 8 in federal court in Los Angeles. Two others who claim property damage from sudden unintended acceleration aren't representative of millions of Toyota owners, the company said.  
Two California residents sued Toyota in November, claiming their vehicles, a 2004 Toyota Camry and a 2008 FJ Cruiser, experienced sudden acceleration because of the electronic throttle system. Four more plaintiffs were added to the complaint last month, and they seek to represent other Toyota owners nationwide in a class-action case.  
Dismissal is also proper because the plaintiffs don't say that Toyota failed to honor its warranty or to repair any allegedly defective components, Toyota said in the Feb. 8 filing. In addition, one of the plaintiffs hasn't even claimed she experienced sudden unintended acceleration, according to the carmaker.  
Toyota rose 0.3 percent to 3,385 yen at the 11 a.m. Tokyo trading break. It has fallen 19 percent since Jan. 21, when it began a recall of about 8 million vehicles on five continents to repair defects linked to unintended acceleration.

#### Brake-Override Systems

The plaintiffs in the Los Angeles case on Feb. 3 asked the court to order Toyota to broaden the recall to all models with an electronic throttle-control system and to install brake-override systems.  
Toyota said in the Feb. 8 filing that a court order to prevent it from selling any vehicles with its current ETCS-i

electronic throttle system is preempted by federal law. Such an order would usurp the role of the National Highway Traffic Safety Administration, which is involved in investigation the issue, the carmaker said.

David Wright, a lawyer for the plaintiffs, said he was still reviewing Toyota's filing and declined to comment.

The case is ██████████ v. Toyota Motor Corp., 09-8143, U.S. District Court, Central District of California (Los Angeles).

For Related News and Information:

Top legal stories today: TLAW <GO>

Bloomberg legal resources: BLAW <GO>

Top verdicts: TVER <GO>

Most read legal stories MNI LAW <GO>

For the Bloomberg Law Digest: BBLD <GO>

For litigation issues: BLIT <GO>

--Editors: Peter Blumberg, Douglas Wong

To contact the reporter on this story:

Edvard Pettersson in Los Angeles at +1-213-617-0582 or epettersson@bloomberg.net.

To contact the editor responsible for this story:

David Rovella at +1-212-617-1092 or drovella@bloomberg.net.



From: "AIADA's First Up" <No-Reply@aiada.org>

Sent: 2/11/2010 6:58 AM

To: [-] <yoshimi\_inaba@toyota.com>

Cc: [-]

Bcc: [-]

Subject: AIADA's FirstUp: Relatively Few Complain About Toyota.

AIADA's FirstUp eNewsletter

For mobile users: [Click here to receive text-only emails from AIADA.](#)

BROUGHT TO YOU BY:

MUST READ FEATURES

[International Brands See Mixed...](#)

>> [READ MORE](#)

[DWD and DWT – Your Dealership ...](#)

>> [READ MORE](#)

[Mercedes-Benz Event Sponsorshi...](#)

>> [READ MORE](#)

[forward to a friend](#) [contact us](#) [aiada home](#)

February 11, 2010

**Relatively Few Complain About Toyota**

Despite a torrent of high-profile recalls that have tarnished Toyota's once stellar reputation, a study published Wednesday reveals that the automaker actually gets fewer customer complaints per car than the majority of its competitors. According to CNN Money, Edmunds.com reviewed more than 200,000 complaints filed with the National Highway Traffic Safety Administration (NHTSA) over the last decade and found that Toyota ranked 17th among the top 20 automakers in the overall number of complaints per vehicle sold. [Click here to view the entire list of automakers clocking the most complaints.](#) The study was based on the percentage of complaints each automaker received versus the total number of vehicles they sold in the United States between 2001 and 2010. Toyota had 9.1 percent of all the complaints in the database. But the company was number 17 on the list because its sales made up 13.5 percent of the U.S. market. While the issues raised by Toyota's recent recalls shouldn't be overlooked, quality control concerns are apparent across the entire automobile industry, said Jeremy Anwyl, Edmunds.com chief executive. The only automakers to receive fewer complaints than Toyota were Mercedes-Benz, Porsche, and the Mercedes-made Smart Car. To read more about Edmunds.com's findings on vehicles receiving the most consumer complaints, [click here.](#)

**Audi Ad Arrestingly Humorous**

Manny Lopez at The Detroit News writes that few commercials during Sunday's Super Bowl have generated as much buzz as Audi's promotion of its A3 TDI sedan. It alone got past an "eco-check" roadblock and rides off into the proverbial sunset. No hybrids in sight. No dreamy electric cars in the picture. Just the diesel, taking advantage of the 30 percent better efficiency it gets compared to regular gasoline-powered rides and the g-force jolt you get from thumping on the accelerator. ESPN should put that commercial in its "Instant Classic" archives. [Click here to watch the commercial.](#) The ad and the companion viral videos have been viewed more than 1 million times and it was the sixth-most searched item on Google on Monday, the company said. The beauty of it came in the exposure of such outrageous tactics being employed. Never mind that questions about "global warming" science continue to be exposed. Such details can't derail that train. But maybe a brilliantly produced piece of social commentary by way of a commercial can. Certainly, we should all be good stewards of the environment. If that means taking your own bags to the grocery store or drinking tap water, great. Maybe it means shopping for a diesel. [Click here for Lopez's entire](#)

commentary on Audi's A3 TDI Super Bowl ad.

#### Honda Unveils Odyssey Redesign Concept

The Honda Odyssey Concept, unveiled Wednesday at the Chicago Auto Show, previews a new styling direction for America's best-selling minivan when it is redesigned this fall. According to Automotive News, the concept is slightly lower and wider than the current Odyssey. It rides on the same wheelbase, although it is slightly longer overall. Click here for a photo of the redesigned Odyssey. One intriguing change is the shift away from the strict, flat beltline seen in most minivans. Instead, the Honda concept features a "lightning bolt" cut separating the sheet metal from the window glass. Other styling cues include steeply raked front and rear pillars and a tapered side cabin, as well as a "lowered" appearance resulting from a closer body-to-wheel proportion. Honda says the redesigned Odyssey will see improved interior seating, packaging and storage. But the concept version here was an exterior-only display. Honda predicts the new model will get 19 mpg in the city and 28 on the highway, thanks to powertrain upgrades. That compares with 16/23 for the current LX and EX versions and 17/25 for the EX-L and Touring models. Click here for more on the debut of Honda's new Odyssey Concept at the Chicago Auto Show. For more on the auto show, click here.

#### VW's Golf is Par for the Course

According to Mark Phelan at the Detroit Free Press, Volkswagen's 2010 Golf 2.5L and GTI compact hatchbacks deliver the engineering excellence and conservative styling that have made the Golf one of the world's best-selling cars for decades. The hatchbacks deliver a comfortable passenger compartment and plenty of cargo space along with the precise handling that distinguishes the best European small cars. Click here for a photo of the 2010 Golf. The Golf hatchback has many virtues, but this sixth generation of VW's best-selling car remains seasoned for German palates. Prices for the 2010 Golf start at \$17,620 for a two-door with a five-speed manual transmission and 170-horsepower 2.5-liter five-cylinder engine. Stepping up to a six-speed automatic raises the base price to \$18,720. The four-door Golf starts at \$19,335 with the same engine and a six-speed automatic. VW crafted the Golf model line with German customers in mind. Conversely, the Golf's primary U.S. engine, the 2.5-liter five-cylinder, is a trivially minor player in Europe. The engine's unexceptional fuel economy, refinement, and power don't weaken the Golf's appeal in Germany, where the vast majority of buyers will pick a diesel or smaller gasoline engine. Click here to read Phelan's entire review of the VW Golf.

#### 2010's Toughest Trucks

According to Forbes, the vehicle that tops its list of the toughest trucks on the road is the \$28,450 Honda Ridgeline, which sold just over 16,000 units last year, much less than either the Tacoma (112,000) or the Tundra (79,000). But it got perfect scores across the board. To determine the toughest trucks of 2010, Forbes consulted dependability, reliability, safety, and overall quality ratings from Consumer Reports, J.D. Power and Associates, and the Insurance Institute for Highway Safety (IIHS). A truly tough truck combines reliability, durability, safety, and strength; the abovementioned Ridgeline does just that. While its 1,100-pound payload and 5,000-pound towing capacity put off some buyers convinced they need more brawn, almost no other trucks can match the Ridgeline's perfect dependability and reliability scores. Toughness is about a lot more than work strength and durability, though. It also has to do with how a truck handles itself in a crash. Want a truck that'll hold up during a rollover? Buy a Nissan Frontier. The \$17,540 pickup was the only one in its class to receive a top rating in the IIHS rollover and side-impact test reports. Click here to view the full list of trucks making Forbes' list of tough trucks. To read the accompanying article, click here.

#### Best in Class at NADA

As an AIADA member, you are eligible to receive exclusive products, services, and unique discounts from our Affinity Partners, who are committed to serving the dealer market. The buying power of all AIADA members allows our Partners to offer you individually exceptional deals, helping your business be more profitable throughout 2010 and contributing to your bottom line. We partner exclusively with companies that have best-in-class products and services and are committed to earning your business. Want to know more? Don't miss the following AIADA Affinity Partners at NADA – Federated Insurance: Booth 1453; Carfax: Booth 631; Venture Lighting: Booth 1221; CNA National Warranty Corporation: Hospitality Suite at Loews Portofino Bay Hotel-Michelangelo Room. If you're not going to be at this year's convention, click here to learn more about all of our Affinity Partners and how they can help your business.

#### Around the Web

2010 Mitsubishi Outlander [TheCarConnection]

Geneva Preview: Porsche 911 GT3 R Hybrid [Autoblog]

Audi A1 [Jalopnik]

Kia Ray May be Only Exciting Car at Auto Show [Drive On]

211 North Union Street, Suite 300 • Alexandria, VA 22314 • phone: (800) GO-AIADA • fax: (703) 519-7810 • Publications@AIADA.org

