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TOYOTA MOTOR NORTH AMERICA, INC.

WASHINGTON OFFICE

801 THIRTEENTH STREET, NW. SUITE 918 SOUTH, WASHINGTON, DC 20005

January 14, 2009

Mr. Daniel C. Smith Associate Administrator for Enforcement National Highway Traffic Safety Administration 1200 New Jersey Avenue, S.E. Washington, D.C. 20590



TEL: (202) 776-1700 FAX: (202) 463-8513

> 09V-023 (5 pages)

Re: <u>NHTSA EA08-014</u>; <u>Missing Retaining Clip on Floor Carpet Cover</u> in Early MY 2004 Toyota Sienna Vehicles

Dear Mr. Smith:

Thank you for taking the time to meet with me and my staff on October 14. Toyota has taken your message seriously and is extending this offer to conduct a field action in order to address the concerns raised in EA08-014, an investigation into the Toyota Sienna. In order to address your concerns, Toyota has decided to conduct a campaign to provide free replacement of the Floor Carpet Cover and retention clip to all owners of the affected vehicles. The replacement Floor Carpet Cover is of the most current design, and it will minimize the risk of interference with the accelerator pedal in the event the retention clip is missing for any reason. In addition, Toyota will instruct dealers to install the retaining clip properly during the repair work for this campaign.

As you are aware, Toyota has not determined that the condition at issue in EA08-014 is a "safety-related defect" within the meaning of the Federal vehicle safety laws, and – as summarized below – it continues to believe that no such defect exists. First, it is undisputed that the retention clips were all installed properly at the factory and that they do not fall out on their own. Therefore the only way the clip will ever be missing is if the clip is not properly replaced after performing a repair operation which involves removal of the Floor Carpet Cover. The failure by an independent third party to perform such a basic and obvious step (i.e. replacing the clip) cannot factually or legally be attributed to the vehicle manufacturer, and thus such a failure cannot provide the basis for a finding of a safety defect in the design, manufacture, or performance of the subject vehicles. Moreover, in conjunction with the nature of the issue mentioned above, the number of reports involving a missing retention clip in this fleet of over 26,000 vehicles is extremely low, with no identifiable trend, and there have been even fewer reported incidents of unintended acceleration that may be related to this issue.

Nevertheless, to address the agency's concerns, Toyota is willing to conduct a safety improvement campaign. Toyota will voluntarily notify all owners of the subject vehicles of the availability of a free repair, and it will voluntarily follow NHTSA's recall procedures by providing six quarterly reports of campaign completion.

RECEIVED

2009 JAN 16 10:35 AM

DEFECTS INVESTIGATION RECALL MGMT DIV. Toyota understands that NHTSA will assign a recall number to this campaign, and that it will post information about the campaign on the NHTSA/ODI website. Toyota also understands that the summary of the campaign on the NHTSA/ODI website will contain a notation that Toyota has not decided that these vehicles contain a safety-related defect.

A draft owner notification letter is enclosed with this letter.

The information that would be required under Part 573 of your regulations is set out below.

1. Manufacturer's name/address:

Toyota Motor Manufacturing Indiana, Inc. ["TMMI"] 4000 Tulip Tree Drive, Princeton, IN 47670-4000

Affiliated U.S. Sales Company

Toyota Motor Sales, USA, Inc. ["TMS"] 19001 South Western Avenue Torrance, CA 90509

2. Vehicles involved in this notification:

Based on production records, we have determined the affected vehicle population to be Model Year 2004 Toyota Sienna vehicles manufactured by **TMMI between January** 10, 2003 and June 11, 2003.

3. Total number of vehicles:

There are 26,501 MY 2004 Sienna vehicles equipped with the subject Floor Carpet Cover.

4. Approximate percentage of vehicles estimated to actually contain the condition:

Unknown. All Sienna vehicles equipped with the subject Floor Carpet Cover will be included in the campaign, but it is unknown how many vehicles have had the retention clip removed and not replaced.

5. Description of the condition:

In the event the retention clip used to secure the Floor Carpet Cover is not replaced after a service repair, the cover can interfere with the operation of the accelerator pedal if the acceleration pedal is depressed to 84% or more of the wide open throttle position. If this occurs, the accelerator pedal can become stuck at 84% of full throttle, which could result in a vehicle crash. In order to eliminate the risk of interference with the accelerator pedal, owners can verify the presence of the Floor Carpet Cover retention clip. If the retention clip is present, the Floor Carpet Cover cannot interfere with the accelerator pedal.

6. Chronological summary of events leading to this campaign:

On April 10, 2008, NHTSA opened Preliminary Evaluation (PE) 08-025. Toyota cooperated fully with NHTSA to investigate the issue.

On August 8, 2008, NHTSA opened Engineering Analysis (EA) 08-014. Toyota continued to cooperate with NHTSA to investigate the issue.

In December 2008, Toyota decided to conduct a safety improvement campaign to resolve the issues raised in EA 08-014.

7. Description of campaign (including schedule for dealer and customer notification):

Toyota will notify owners of affected Sienna vehicles by first class mail to bring their vehicles to any Toyota dealer for replacement of the Floor Carpet Cover and retention clip at no charge. Toyota is working on the schedule for owner and dealer notification, and it will advise NHTSA of the schedule under separate cover.

Toyota believes that there is no need to advise owners of the possibility of reimbursement for pre-campaign remedies, since no owner could have possibly paid to receive the new cover to be provided under this campaign.

Toyota appreciates this opportunity to cooperate with NHTSA. Should you have any questions about this information, please contact Mr. Chris Santucci of my staff at (202) 775-1707.

Sincerely,

TOYOTA MOTOR NORTH AMERICA, INC.

Chris Tinto Vice President Technical & Regulatory Affairs

CT;cs

Early 2004 Sienna - Floor Carpet Cover and Retaining Clip Safety Recall Campaign 80___

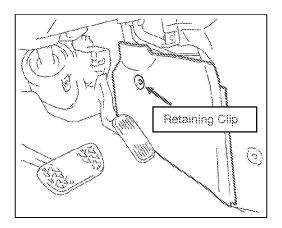
Dear Toyota Customer:

This notice is being sent to you in voluntary accordance with the requirements of the National Traffic and Motor Vehicle Safety Act. Toyota is initiating a safety recall on certain early production 2004 model year Sienna vehicles. At Toyota, we are dedicated to providing vehicles of outstanding quality and value. As part of our continual efforts to meet your product expectations, we are sending you this notice to provide for the replacement of the retention clip and the floor carpet cover installed in the driver footwell with newly designed one at **no charge** to you.

What is the condition?

In recent months, Toyota has received reports that the Retaining Clip for the Driver's-side Center Console Trim Panel (Floor Carpet Cover) was missing in a handful of vehicles. If this Retaining Clip is missing, the Floor Carpet Cover may become loose. In the worst case, if the accelerator pedal is depressed to nearly full throttle, a loose floor carpet cover may interfere with the accelerator pedal. In this condition, if the driver releases the accelerator pedal, it may not return to idle position, and could result in a loss of vehicle control or a crash.

Until this repair is completed on your vehicle, you may verify the Retaining Clip is installed on your vehicle by inspecting for it as indicated below. If the clip is missing, please call your local Toyota dealership.



What will Toyota do?

Any Toyota dealer will replace the Retaining Clip and Floor Carpet Cover with a newly designed one at **NO CHARGE** to you.

What should you do?

Please contact your authorized Toyota dealer to make an appointment to replace the Retaining Clip and Floor Carpet Cover as soon as possible.

The repair will take approximately 15 minutes. However, depending upon the dealer's work schedule, it may be necessary to make your vehicle available for a longer period of time.

We request that you present this notice to the dealer at the time of your service appointment.

If you would like to update your vehicle ownership or contact information, please go to <u>www.toyota.com/ownersupdate</u>. You will need your full 17-digit Vehicle Identification Number (VIN) to input the new information.

What if you have other questions?

Your local Toyota dealer will be more than happy to answer any of your questions and set up an appointment to perform this Special Service Campaign. If you require further assistance, you may contact the Toyota Customer Experience Center at 1-888-270-9371 Monday through Friday, 5:00 am to 6:00 pm, Saturday 7:00 am through 4:00 pm Pacific Time.

What if you have previously paid for the replacement/reinstallation of this Retaining Clip and/or Floor Carpet Cover for this specific condition?

If you have previously paid for the replacement of this Retaining Clip and/or Floor Carpet Cover for this specific condition prior to receiving this letter, please mail a copy of your repair order, proof-of-payment, and proof-of-ownership to the following address for reimbursement consideration

Toyota Motor Sales, U.S.A., Inc Toyota Customer Experience, WC 10 19001 South Western Avenue Torrance, CA 90509

We have sent this notice in the interest of your continued satisfaction with our products, and we sincerely regret any inconvenience this condition may have caused you.

Thank you for driving a Toyota.

Sincerely,

TOYOTA MOTOR SALES, U.S.A., INC.

TOY-RQ-00072389

09V-388 (4 Pages)

ΤΟΥΟΤΑ

TOYOTA MOTOR NORTH AMERICA, INC. WASHINGTON OFFICE 601 Thirteenth Street, NW #910 South Washington, DC 20005

TEL: (202) 775-1700 FAX: (202) 463-8513

October 5, 2009

Mr. Daniel C. Smith Associate Administrator for Enforcement National Highway Traffic Safety Administration 1200 New Jersey Avenue, S.E. Washington, D.C. 20590

> RE: Certain Toyota and Lexus Vehicles Potential Floor Mat Interference with Accelerator Pedal

Dear Mr. Smith:

On September 29, 2009 Toyota issued a consumer safety advisory to address the risk of floor mat entrapment of accelerator pedals in certain Toyota and Lexus models. Toyota urged owners of potentially affected vehicles to take out removable drivers' side floor mats in their vehicles, pending the development of model-specific remedies. Toyota undertook this action in response to reports of vehicles accelerating rapidly after release of the accelerator pedal, due to entrapment of the pedal by unsecured or improper floor mats.

The purpose of this letter is to transmit the information specified by Part 573 of your regulations with respect to the forthcoming safety campaign, which will provide a vehicle-based remedy for affected vehicles to reduce the risk of future incidents.

Although Toyota is willing to identify this campaign as a safety recall in the owner communication about the campaign, Toyota has not determined that the vehicles identified in item 2, below, contain a "safety-related defect" within the meaning of the federal vehicle safety laws. Nevertheless, Toyota will voluntarily notify its customers of this campaign and will voluntarily cooperate with NHTSA's recall procedures by providing six quarterly reports of campaign completion.

Toyota understands that NHTSA will assign a recall number to this campaign, as if it were a campaign conducted under the Safety Act, and will post the information about the campaign on the NHTSA/ODI website. Toyota also requests that the summary of the campaign on the NHTSA/ODI website contain a notation that Toyota has not made a decision that these vehicles contain a safety-related defect.

Associate Administrator for Enforcement October 5, 2009 Page 2

A draft owner notification letter will be provided under separate cover. Please see the following information, as specified in Part 573 of your regulations:

1. Manufacturer's name/address:

Toyota Motor Corporation ["TMC"] 1, Toyota-cho, Toyota-city, Aichi-ken, 471-8571, Japan

Affiliated U.S. Sales Company

Toyota Motor Sales, USA, Inc. ["TMS"] 19001 South Western Avenue Torrance, CA 90509

2. Vehicles involved in this notification:

Based on production records, we have determined the affected vehicle population to be the population described in the table below:

Make/	Model	Manufac-	VIN		Production
Car Line	Year	turer	VDS	VIS	Period
Camry	2007- 2010	TBD	TBD	TBD	TBD
Avalon	2005- 2010	TBD	TBD	TBD	TBD
Prius	2004- 2009	TBD	TBD	TBD	TBD
Tacoma	2005- 2010	TBD	TBD	TBD	TBD
Tundra	2007- 2010	TBD	TBD	TBD	TBD
Lexus ES 350	2007- 2010	TBD	TBD	TBD	TBD
Lexus IS 250/350	2006- 2010	TBD	TBD	TBD	TBD

Please note this list of vehicles is preliminary and may change as Toyota's internal investigation continues. We will advise you promptly of any changes to this list.

3. Total number of vehicles:

As noted in item 2, above, Toyota is still in the process of determining the scope of the affected vehicle population. We currently estimate that there are 3.8 million vehicles identified in item 2, above; however, this estimate is subject to change as Toyota refines the number of affected vehicles by model.

4. Approximate percentage of vehicles estimated to actually contain the condition:

Unknown

5. **Description of the condition:**

Toyota has determined that there is a potential for an accelerator pedal to get stuck in the wide open position due to an unsecured or incompatible driver's floor mat. A stuck open accelerator pedal may result in very high vehicle speeds and make it difficult to stop the vehicle, which could cause a crash, serious injury or death.

6. Chronological summary of events leading to this campaign:

In 2007, Toyota undertook a voluntary safety campaign of all-weather floor mats designed for certain Lexus ES350 and Toyota Camry models to address the risk of potential floor mat interference with the accelerator pedal.

Recent events have prompted Toyota to take a closer look at the potential for accelerator pedal entrapment by unsecured or incompatible floor mats in these models, as well as other Toyota and Lexus models on which complaints of entrapment have been received. On September 29, Toyota determined to conduct a safety campaign to address this condition.

7. Description of Campaign (including schedule for dealer and customer notification):

Toyota will notify owners of affected vehicles to take out any removable driver's floor mat and not replace it with any other floor mat, pending the development of model-specific remedies. Toyota expects to carry out this customer notification via first class mail, and expects to begin the mailing in late October (by model)

and expects to complete the mailing in December. A draft copy of the owner letter will be provided under separate cover.

After Toyota completes its countermeasure development actions, it will provide a second notification to owners of affected vehicles about the availability of a free remedy. Toyota will provide you with an advance draft of the notification for your review when it is available. Toyota does not currently have a firm schedule for the second notification; however, Toyota will provide such a schedule as soon as possible. Please note that different models may be ready for the second notification at different times. Toyota will keep your staff informed as this schedule evolves.

Toyota has notified its dealers about the safety advisory. A copy of the dealer communication will be provided under separate cover. When the second notification for customers is ready to begin, Toyota will notify its dealers and provide appropriate documentation for the action to them. This schedule will be developed in parallel with the schedule for second notification of customers.

Toyota believes that the reimbursement provisions of Part 573 are not applicable to this campaign, because no vehicle owner will have obtained the as-yet undeveloped countermeasure(s) at his/her own expense.

Toyota appreciates this opportunity to cooperate with NHTSA. Should you have any questions about this information, please let me know at (202) 775-1707.

Sincerely,

TOYOTA MOTOR NORTH AMERICA, INC.

Chris Santucci Assistant Manager Technical & Regulatory Affairs

2	ODI RESUME					
U.S. Department	Investigation: PE04-021 Prompted By: Consumer complaints, Defect Petition (DP04(003))					
of Transportation			(DP04(003))	7/18/2005		
National Highway	1 1	Date Closed: 0	//22/2004 -	A(18) 4000		
Traffic Safety Administration	Principal Investigator: Scott Yon Subject: Throttle Control System					
	Aotor North America, Inc.					
-	003 Toyota Camry, Solara (L4), and Le	exus ES300				
Problem Description: C engine speed resulting in	omplainants allege that the throttle con n vehicle surge.	trol system fails	s to properly contro	ol		
	FAILURE REPORT SUM	MARY				
		ODI	Manufacturer	Total		
Complaints:		14	18	20		
Crashes/Fires:		2	2	20		
Injury Incidents:			0	ō		
# Injuries:		0	Ő	0		
Fatality Incidents:		0	Ő	0 0		
# Fatalities:		0 0	Ő	0		
Other*:		0	43	43		
*Description of Other:	Warranty Claims	N		I		
	has not been identified; This Preliminar	v Evaluation ha	s been closed.			
Engineer: D. Scott Yon	Dolfon. Ammended 7/18/2005		/22/2004			
Div. Chief: Jeffrey L. Qu	v		/22/2004			
Office Dir.: Kathleen C.			/22/2004			
	Desmetter		7/18/2005			
Summary: The Lexus mo	dels were the subjects of Defect Petition (DP					
	s, including the two minor crashes. The V6			luded		
because they do not contain	the subject throttle control system.					
	onic throttle control (ETC) on the subject vel					
	on to determine if the system could be the cau					
	ase, (for a short duration) when the accelerate restigation, ODI analyzed agency data and re					
	vs involving 113 VOQ and 36 Toyota reports					
	new car feature documentation, reviewed an					
· ·	onducted a limited control pedal assessment,	and attended a Te	oyota technical preser	ntation		
	t of two demonstration vehicles.	· · · · · · · · · · · · · · · · · · ·	1			
	I identified 14 VOQ and 6 Toyota reports (20 alleged defect. In some cases the condition v					
	ccupants. ODI was unable to make a determ					
	(which describe 28 unique incidents) due to i					
complainants interviewed (6	52 VOQ, 21 Toyota) described conditions no	t caused by a failu	re of the throttle cont	rol		
	dered unrelated to the investigation. None of			a		
	indicator of a system failure) as the potential s, the complaint vehicles were subsequently			r		
	led to identify a fault within the vehicle. Toy					
	urposes only (no repairs performed). ODI for					
configuration of the subject	vehicles.	-	-			
	en identified at this time and further use of a			1		
warranted. Accordingly, the	is investigation is closed. The closing of this	investigation doe	s not constitute a find	ung by		

NHTSA that a safety-related defect does not exist. The Agency will take further action if warranted by the circumstances. See the attached summary for further detail.

ALLEGED DEFECT

Allegations of A) an engine speed increase without the driver pressing on the accelerator pedal or, B) the engine speed failing to decrease when the accelerator pedal was no longer being depressed – both circumstances requiring greater than expected brake pedal application force to control or stop the vehicle and where the brake system functioned normally.

DISCUSSION

The investigation focused on the electronic throttle control (ETC) system and whether it may have been the source of consumer complaints of the alleged defect. The ETC system was one of several new or revised vehicle systems (including transmission and braking system) introduced for the MY 2002 subject vehicles. It consists of an accelerator pedal sensor (APS), a throttle control motor, a throttle position sensor (TPS), and the engine control module (ECM).

To control throttle position and monitor system operation, the system uses redundant hardware at the APS and TPS (main and sub sensor) and the ECM (main and sub processor). Redundant software strategies are also utilized between the two ECM processors. In the event an ETC system fault is detected by the ECM, a warning lamp is illuminated on the instrument panel and a diagnostic trouble code (DTC) related to the specific fault is stored in the ECM, as was demonstrated by Toyota during a June technical meeting (see the July 7, 2004 memo to file for further detail). ETC system diagnostics are reported by 23 DTC's.

When a fault is detected and depending on its nature, the ECM takes specific countermeasures (such as closing the throttle, or de-powering the throttle control motor) and then employs one of four failsafe modes of operation. Each mode has a specific effect on vehicle operation including: 1) operation at a slightly elevated idle speed (fixed throttle position, limp-off-road mode), 2) operation at limited power and delayed throttle response, 3) operation at idle speed only, or 4) engine shut down. Once employed, the failsafe mode remains in effect until the ignition key is turned off. Each failsafe mode was demonstrated during the technical meeting, and ODI notes that it was readily apparent from dash indications and substantial reduction in available throttle opening that the vehicle was operating in a failsafe condition.

At the close of this investigation, approximately 260 VOQ reports had been identified in the ODI database involving the subject vehicles and containing certain key words (e.g., surge, accelerate, throttle, crash, etc.) in the complaint description. Based on ODI review, 84 were found not to be related to the throttle control system because they involved unrelated matters such as transmission, engine control, or brake system issues. ODI selectively interviewed complainants, or other persons knowledgeable of a reported incident, for 113 of the VOQ reports.

ODI identified 14 reports involving 14 vehicles (ODI numbers listed below) where complainants report that the alleged defect occurred on multiple occasions (3 or more incidents) that in some cases were experienced by more than one vehicle operator or were witnessed by other occupants. Two minor crashes without injuries were reported. Complainants state that the incidents were of short duration (~5 seconds), occurred while the vehicle was in gear, moving at slow speeds or fully stopped, and that the brake was

effective in overcoming the engine. In some cases, the operator would take action to stop the vehicle from surging (shift to neutral and/or turn off the engine) while in other cases the vehicle returned to a normal state without any operator action. The incidents occur randomly and occurrences are often separated by long periods of time or mileage accumulation. ODI also identified 6 additional reports (6 unique vehicles, for a total of 20 vehicles) with the same circumstances from Toyota complainant interviews.

Through the interviews conducted ODI also identified 28 incidents from 37 VOQ reports (some duplicative, ODI numbers listed below) where a determination as to the cause could not be made due to insufficient information. The reports claim 21 crashes and no injuries; one VOQ (ODI 10065859) involved a fatal crash when a subject vehicle drove off the fourth floor of a parking garage killing the operator and the single passenger. Complainants report the occurrence of a single incident that often occurs during close quarters vehicle maneuvering (e.g., parking or entering a garage) and thus often results in a crash. During interviews, many complainants are unsure of the details that led up to the incident, such as the position of their right foot and which pedal, if any, they may have actuated or attempted to actuate; a crash occurs and in the aftermath the operator believes it was caused by the vehicle. In some cases the complainant continues to own and operate the vehicle on a regular basis, often through long periods and distances, without further incident. ODI also identified 9 reports (involving 3 crashes and one injury) with the same circumstances from Toyota complainant interviews.

ODI eliminated 62 VOQ and 21 Toyota complaints through the interviews conducted because the circumstances described in the interview could not be explained, or solely explained, by a failure of the ETC system.

ODI failed to find any evidence in the interviews conducted (113 VOQ and 36 Toyota reports, 149 total), or in the information provided in Toyota's IR response, of instrument panel warning lamp illumination or ETC diagnostic codes detection. None of the complainants interviewed described conditions similar to failsafe mode operation. One report (10062931) was found where an ETC component replacement occurred in connection with a repair attempt related to the alleged defect, no others were found. Toyota's warranty claim rate is low with 24 of the 43 warranty claims submitted involving diagnostic repairs (that did not result in component replacement because no fault was detected). Many warranty claims were not related to the alleged defect. Toyota's ETC parts sales rate for the subject vehicles is low also. There are no service bulletins or campaigns that relate to the alleged defect.

VOQ numbers: 6900639, 10026512, 10055375, 10060785, 10060806, 10060886, 10062072, 10062212, 10062931, 10063035, 10063095, 10071432, 10073842, 10073900. 37 indeterminate: 8013543, 8015215, 10008367, 10026392, 10045644, 10045944, 10048030, 10053774, 10061716, 10061725, 10061737, 10061753, 10061791, 10062013, 10062702, 10062892, 10062956, 10062975, 10063340, 10065859, 10066756, 10067011, 10067142, 10067327, 10067780, 10068089, 10071703, 10072208, 10072248, 10072621, 10072722, 10073382, 10073396, 10073435, 10074340, 10080050, 10080160

[Federal Register: September 22, 2003 (Volume 68, Number 183)] [Notices] [Page 55076-55079] From the Federal Register Online via GPO Access [wais.access.gpo.gov] [DOCID:fr22se03-89]

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Denial of Motor Vehicle Defect Petition, DP03-003

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

ACTION: Denial of petition for a defect investigation.

SUMMARY: This notice describes the reasons for denying a petition (DP03-003) submitted to NHTSA under 49 U.S.C. 30162, requesting that the agency conduct a ``Petition Analysis * * * specific to problems of Vehicle Speed Control linkages which results [sic] in sudden, unexpected excessive acceleration even though there is no pressure applied to the accelerator pedal."

FOR FURTHER INFORMATION CONTACT: Bob Young, Office of Defects Investigation (ODI), NHTSA; 400 Seventh Street, SW., Washington, DC 20590. Telephone: (202) 366-4806.

SUPPLEMENTARY INFORMATION: In a petition dated April 25, 2003, Mr. Peter Boddaert requested NHTSA to conduct a Petition Analysis ``covering Lexus cars, model years 1997 to 2000, model series 300 & 400." Mr. Boddaert, made this request after experiencing at least three events involving alleged unintended engine speed increase in his model year (MY) 1999 Lexus LS 400. The third of these resulted in a crash when his vehicle rear-ended another stopped at a traffic light. According to the petitioner, his Lexus was inspected by multiple dealers, and no mechanical cause was ever identified that would explain what happened in any of the three incidents.

In support of his petition, Mr. Boddaert cites a number of consumer complaints in NHTSA's database concerning ``vehicle speed control" in the subject vehicles. Included among the thirty-six reports he cites is one involving a Lexus that ``collided with five other cars in the space of one half mile before it could be stopped."

NHTSA has reviewed the material cited by the petitioner. The results of this review and our analysis of the petition's merit is set forth in the DP03-003 Petition Analysis Report, published in its entirety as an appendix to this notice.

For the reasons presented in the petition analysis report, there is no reasonable possibility that an order concerning the notification and remedy of a safety-related defect would be issued as a result of granting Mr.

Boddaert's petition. Therefore, in view of the need to allocate and prioritize NHTSA's limited resources to best accomplish the agency's safety mission, the petition is denied.

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

Issued on: September 15, 2003. Kathleen C. DeMeter, Acting Associate Administrator for Enforcement.

Appendix--Petition Analysis--DP03-003

1.0 Introduction

On May 13, 2003 the National Highway Traffic Safety Administration (NHTSA) received an April 25, 2003 letter from Mr. Peter Boddaert asking the agency to conduct a ``petition analysis" of 1997 through 2000 model year (MY) Lexus 300 and 400 series vehicles (subject vehicles) for ``problems of Vehicle Speed Control linkages which results [sic] in sudden, unexpected excessive [vehicle] acceleration even though there is no pressure applied to the accelerator pedal." In support of his petition, Mr. Boddaert cites consumer complaints he found on NHTSA's Web site concerning ``vehicle speed control" in the subject vehicles. Included among these reports is one involving a Lexus that ``collided with five other cars in the space of one half mile before it could be stopped."

The petitioner contends that, of the 271 Lexus-related complaints in NHTSA's consumer complaint database, 36 (13%) have been coded by the agency as relating to ``vehicle speed control." According to the petitioner, this report frequency indicates there is a ``significant" safety concern with the subject Lexus vehicles.

To buttress his claim, the petitioner relates his own experience as follows:

In my own case, I own [owned, he has since traded for another vehicle] a 1999 Lexus LS400 and have experienced this problem at least three times. The first time was reported to NHTSA on ODI [complaint] 760680. The most recent occurrence was on Friday April 17th in the state of Virginia when, without warning and without me touching the accelerator pedal the car accelerated forward rear ending the car ahead of me. For this I received a police citation. On the previous occasions when this has happened the car has been to the Lexus dealer for inspection. Each time the dealer says they cannot replicate the problem and can find nothing wrong. From all the other ODI reports, the response from the dealer is the same.

In analyzing the petitioner's allegations and preparing a response, we:

• Reviewed the petitioner's April 25, 2003 letter and two other complaints he filed with the agency on April 14, 2003 and April 28, 2003, both concerning unintended engine speed increase in his MY 1999 LS 400.¹

¹ In the first complaint (ODI 760680), he alleges:

``Engine revs to extremely high rpm (-5000) with no throttle input from driver." In the second complaint (ODI 10017631), he simply reports ``The vehicle experienced sudden acceleration."

• Reviewed a report documenting NHTSA's study of sudden acceleration. ``An Examination of Sudden Acceleration" was published in January 1989 and is available from the National Technical Information Service; Springfield, VA 22161, as report number DOT-HS-807-367.

- Reviewed two NHTSA reports (MF99-002 and MF99-002-Supplemental) concerning a fatal sudden acceleration crash occurring in Minneapolis, MN on December 4, 1998.
- Reviewed information gathered and analyzed during NHTSA's assessment of petition DP99-004 (Sudden Acceleration, MY 1988 Lincoln Town Car).
- Reviewed information gathered and analyzed during NHTSA's assessment of petition DP02-005 (Sudden Acceleration, MY 1991-95 Jeep Cherokee/Grand Cherokee).
- Reviewed information gathered and analyzed during NHTSA's Preliminary Evaluation, PE02-035 (Brake/Acceleration Pedal Separation-- Ford Taurus/Sable MY 2000-2001).
- Reviewed our consumer complaint database for ``sudden acceleration" and/or ``vehicle speed control" related reports received through July 9, 2003 concerning Lexus, Cadillac, and Lincoln vehicles.
- Reviewed vehicle manufacturer information provided to us during various sudden acceleration investigations.
- Inspected a MY 1999 Lexus LS 400 to assess the operation of its various engine and brake control systems and their interface with the driver.
- Obtained vehicle production quantity information from Wards.
- Reviewed various Lexus vehicle service manuals.
- Reviewed various Lexus vehicle owner manuals.

2.0 The Issue of Sudden Acceleration

2.1 ``Sudden Acceleration (SA)"

The term ``sudden acceleration" (SA) has been used (and misused) to describe vehicle events involving any unintended speed increase. However, the term properly refers to an ``unintended, unexpected, high-power acceleration from a stationary position or a very low initial speed accompanied by an apparent loss of braking effectiveness."\2\ The definition includes ``braking effectiveness" because operators experiencing a SA incident typically allege they were pressing on the brake pedal and the vehicle would not stop. ``Sudden acceleration" does not describe unintended events that begin after vehicles have reached intended roadway speeds.

\2\ John Pollard and E. Donald Sussman, An Examination of Sudden Acceleration (Cambridge, MA.: NHTSA, 1989, DOT-HS-807-367), v.

2.2 The NHTSA Study

On March 7, 1989, NHTSA released a report, authored by John Pollard and E. Donald Sussman, titled ``An Examination of Sudden Acceleration," documenting the agency's efforts (the ``Study") to determine what was causing a relatively large number of crashes in certain model vehicles due to apparent unintended (and substantial) engine power increase and alleged simultaneous loss of braking effectiveness. Typically, these

events began while the vehicle was stationary, shortly after the driver had first entered it. They frequently ended in a crash. While the phenomenon affected all automatic transmission-equipped cars sold in the U.S., some had notably higher occurrence rates, with the Audi 5000 eclipsing them all.\3\ The issue of ``runaway" Audi 5000s had been the subject of NHTSA defect investigations and safety recalls, class action lawsuits, considerable media coverage, and public controversy. Internationally, other governments investigated the phenomenon during roughly the same time period.\4\

\3\ The sudden acceleration report rate for 1978 through 1987 Audi 5000's was 586/100,000.

\4\ Transport Canada issued a report entitled ``Investigation of Sudden Acceleration Incidents" in December 1988, concluding driver error caused the phenomenon. The Japanese Ministry of Transport released a report, ``An Investigation on Sudden Starting and/or Acceleration of Vehicles with Automatic Transmissions," in April 1989, which concluded that there was no common mechanical cause for sudden acceleration.

To help resolve the issue and thoroughly explore topics not fully investigated previously, NHTSA Administrator Diane Steed ordered an independent review of SA in October 1987 (the ``Study"). The Transportation Systems Center (TSC) of Cambridge, Massachusetts was commissioned by NHTSA to study SA and identify the factors that cause and/or contribute to its occurrence. Ten different make/model/year vehicles-all with cruise control--were selected for particular scrutiny. Not all of the vehicles had unusually high SA incident rates; some were chosen based on their use of certain design approaches seen throughout the industry. In this way, the Study's sample was reasonably representative of the United States' automatic transmissionequipped vehicle population as a whole. TSC collected literature, individual case documentation, and data for each of the selected vehicles. Many drivers involved in an alleged sudden acceleration incident were interviewed. TSC studied and tested the vehicles' fuel, cruise control, and braking systems. The vehicles' driving controls were evaluated for both location within the cabin and operation. After gathering the information, TSC convened a panel (the ``Panel") of independent experts in various disciplines \6\ to review the data and make recommendations.

In some instances, the testing was performed by NHTSA's Vehicle Research and Test Center (VRTC). The curriculum vitae of all the panelists is included in Appendix A to the Report. The panel was highly credentialed, including Dr. John B. Haywood, professor of Mechanical Engineering at M.I.T. and Director of its Sloan Automotive Laboratory, and Dr. Phillip B. Sampson, Hunt Professor of Psychology, Tufts University.

At the conclusion of TSC's effort, comprising thousands of person-hours gathering data, comprehensively testing vehicles including their systems and equipment, interviewing owners and drivers, and inspecting crash scenes and the vehicles involved, a report was released with the following conclusion: ``For a sudden acceleration incident in which there is no evidence of throttle sticking or cruise control malfunction, the inescapable conclusion is that these definitely involve the driver inadvertently pressing the accelerator instead of, or in addition to, the brake pedal."\7\

\7\ Pollard and Sussman, 49.

3.0 The ODI Consumer Complaint Database

3.1 ``Vehicle Speed Control"

With NHTSA's recent roll-out of the ARTEMIS consumer complaint repository, all owner complaints that may involve a sudden acceleration event are coded (or in the case of reports pre-dating the roll-out, re-coded) as "Vehicle Speed Control" related (component code 180). These complaints form a subset of all complaints where a problem related to vehicle (i.e., engine) speed control was alleged (including, for example, some stalling complaints). Where a specific component is identified, the complaint is more descriptively coded as either: a. the accelerator pedal (component code 181); b. throttle linkages (component code 182); c. throttle cable(s) (component code 183); d. throttle return springs (component code 184); or e. the cruise control system (component code 185). In his petition, Mr. Boddaert requested that we conduct a petition analysis related to "Vehicle Speed Control-linkages," component code 182. Our review of the NHTSA consumer complaints database found seven linkage-related complaints for MY 1997-2000 Lexus vehicles and sixty complaints if all six Vehicle Speed Control coding categories are included. On July 10, 2003, we discussed this issue with the petitioner and advised him that we planned to expand the petition's scope to include all six Vehicle Speed Control coding categories.

3.2 Lexus and its Peers

To determine whether incidents involving alleged sudden acceleration and/or vehicle speed control malfunctions are more frequently reported to NHTSA by Lexus owners, we compared the reporting frequency for Lexus, Cadillac, and Lincoln vehicles, as these represent a significant portion of the luxury car and SUV market. In each instance, we searched the NHTSA complaint database for all reports filed under component code 180 through 185 for vehicles where the ``make" is Lexus, Cadillac, or Lincoln and the model year is 1997 through 2000. This search revealed a total of 182 reports.

3.3 Report Frequency

Of the 182 reports found in the search described above, 60 relate to Lexus vehicles, 57 involve Cadillacs, and 65 concern Lincolns. We then normalized this data to account for differences in vehicle production quantities. Here are the results:

Make	No. of complaints	Production	Rate/100K
Lexus	60	599,983	10.0
Cadillac	57	650,449	8.7
Lincoln	65	610,340	10.6

Based on this analysis, there is no evidence that Lexus vehicles are experiencing vehicle speed control-related problems more frequently than their peers. However, to further assess the Lexus field experience, we conducted the analysis originally requested by the petitioner; i.e., we limited the complaint count to only those complaints related to Vehicle Speed Control-linkages. Here are those results:

Table 2.--Vehicle Speed Control-linkages Report Rate/100K for Lexus and Peers

Make	No. of complaints	Production	Rate/100K
Lexus	7 59	9,983	1.2

Cadillac	5	650,449	.76	
Lincoln	11	610,340	1.8	

Again, the results fail to establish the existence of a defect trend related to Lexus vehicle speed control problems and/or sudden acceleration incidents reported to NHTSA.

4.0 Conclusion

The information gathered does not indicate that Lexus vehicles are over-represented in the NHTSA database for consumer complaints concerning sudden acceleration and/or problems with vehicle speed control.

Based on the foregoing analysis, there is no reasonable possibility that an order concerning the notification and remedy of a safety-related defect would be issued as a result of granting Mr. Boddaert's petition. Therefore, in view of the need to allocate and prioritize NHTSA's limited resources to best accomplish the agency's safety mission, the petition is denied.

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U.S. Department of Transportation. National Highway Traffic Safety Administration, Office of Defects Investigation. ``Preliminary Evaluation, PE02-035," by Bob Young. Washington, DC: NHTSA, October 22, 2002.

[FR Doc. 03-23959 Filed 9-18-03; 12:01 pm] BILLING CODE 4910-59-P [Federal Register: September 22, 2003 (Volume 68, Number 183)]
[Notices]
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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Denial of Motor Vehicle Defect Petition, DP03-003 AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT. ACTION: Denial of petition for a defect investigation.

SUMMARY: This notice describes the reasons for denying a petition (DP03-003) submitted to NHTSA under 49 U.S.C. 30162, requesting that the agency conduct a ``Petition Analysis * * * specific to problems of Vehicle Speed Control linkages which results [sic] in sudden, unexpected excessive acceleration even though there is no pressure applied to the accelerator pedal.''

FOR FURTHER INFORMATION CONTACT: Bob Young, Office of Defects Investigation (ODI), NHTSA; 400 Seventh Street, SW., Washington, DC 20590. Telephone: (202) 366-4806.

SUPPLEMENTARY INFORMATION: In a petition dated April 25, 2003, Mr. Peter Boddaert requested NHTSA to conduct a Petition Analysis ``covering Lexus cars, model years 1997 to 2000, model series 300 & 400.'' Mr. Boddaert, made this request after experiencing at least three events involving alleged unintended engine speed increase in his model year (MY) 1999 Lexus LS 400. The third of these resulted in a crash when his vehicle rear-ended another stopped at a traffic light. According to the petitioner, his Lexus was inspected by multiple dealers, and no mechanical

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cause was ever identified that would explain what happened in any of the three incidents.

In support of his petition, Mr. Boddaert cites a number of consumer complaints in NHTSA's database concerning ``vehicle speed control'' in the subject vehicles. Included among the thirty-six reports he cites is one involving a Lexus that ``collided with five other cars in the space of one half mile before it could be stopped.''

NHTSA has reviewed the material cited by the petitioner. The results of this review and our analysis of the petition's merit is set forth in the DP03-003 Petition Analysis Report, published in its entirety as an appendix to this notice.

For the reasons presented in the petition analysis report, there is no reasonable possibility that an order concerning the notification and remedy of a safety-related defect would be issued as a result of granting Mr. Boddaert's petition. Therefore, in view of the need to allocate and prioritize NHTSA's limited resources to best accomplish the agency's safety mission, the petition is denied.

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

Issued on: September 15, 2003. Kathleen C. DeMeter, Acting Associate Administrator for Enforcement.

Appendix--Petition Analysis--DP03-003

1.0 Introduction

On May 13, 2003 the National Highway Traffic Safety Administration (NHTSA) received an April 25, 2003 letter from Mr. Peter Boddaert asking the agency to conduct a ``petition analysis'' of 1997 through 2000 model year (MY) Lexus 300 and 400 series vehicles (subject vehicles) for ``problems of Vehicle Speed Control linkages which results [sic] in sudden, unexpected excessive [vehicle] acceleration even though there is no pressure applied to the accelerator pedal.'' In support of his petition, Mr. Boddaert cites consumer complaints he found on NHTSA's Web site concerning ``vehicle speed control'' in the subject vehicles. Included among these reports is one involving a Lexus that ``collided with five other cars in the space of one half mile before it could be stopped.''

The petitioner contends that, of the 271 Lexus-related complaints in NHTSA's consumer complaint database, 36 (13%) have been coded by the agency as relating to ``vehicle speed control.'' According to the petitioner, this report frequency indicates there is a ``significant'' safety concern with the subject Lexus vehicles.

To buttress his claim, the petitioner relates his own experience as follows:

In my own case, I own [owned, he has since traded for another vehicle] a 1999 Lexus LS400 and have experienced this problem at least three times. The first time was reported to NHTSA on ODI [complaint] 760680. The most recent occurrence was on Friday April 17th in the state of Virginia when, without warning and without me touching the accelerator pedal the car accelerated forward rear ending the car ahead of me. For this I received a police citation. On the previous occasions when this has happened the car has been to the Lexus dealer for inspection. Each time the dealer says they cannot replicate the problem and can find nothing wrong. From all the other ODI reports, the response from the dealer is the same.

In analyzing the petitioner's allegations and preparing a response, we:

[sbull] Reviewed the petitioner's April 25, 2003 letter and two other complaints he filed with the agency on April 14, 2003 and April 28, 2003, both concerning unintended engine speed increase in his MY 1999 LS 400.\1\

\1\ In the first complaint (ODI 760680), he alleges
``Engine revs to extremely high rpm (-5000) with no throttle input
from driver.'' In the second complaint (ODI 10017631), he
simply reports ``The vehicle experienced sudden acceleration.''

[sbull] Reviewed a report documenting NHTSA's study of sudden acceleration. ``An Examination of Sudden Acceleration'' was published in January 1989 and is available from the National Technical Information Service; Springfield, VA 22161, as report number DOT-HS-807-367.

[sbull] Reviewed two NHTSA reports (MF99-002 and MF99-002-Supplemental) concerning a fatal sudden acceleration crash occurring in Minneapolis, MN on December 4, 1998.

[sbull] Reviewed information gathered and analyzed during NHTSA's assessment of petition DP99-004 (Sudden Acceleration, MY 1988 Lincoln Town Car).

[sbull] Reviewed information gathered and analyzed during NHTSA's assessment of petition DP02-005 (Sudden Acceleration, MY 1991-95 Jeep Cherokee/Grand Cherokee).

[sbull] Reviewed information gathered and analyzed during NHTSA's Preliminary Evaluation, PE02-035 (Brake/Acceleration Pedal Separation-- Ford Taurus/Sable MY 2000-2001).

[sbull] Reviewed our consumer complaint database for ``sudden acceleration'' and/or ``vehicle speed control'' related reports received through July 9, 2003 concerning Lexus, Cadillac, and Lincoln vehicles.

[sbull] Reviewed vehicle manufacturer information provided to us during various sudden acceleration investigations.

[sbull] Inspected a MY 1999 Lexus LS 400 to assess the operation of its various engine and brake control systems and their interface with the driver.

 $\ensuremath{\left[sbull \right]}$ Obtained vehicle production quantity information from Wards.

[sbull] Reviewed various Lexus vehicle service manuals. [sbull] Reviewed various Lexus vehicle owner manuals.

2.0 The Issue of Sudden Acceleration

2.1 ``Sudden Acceleration (SA)''

The term ``sudden acceleration'' (SA) has been used (and misused) to describe vehicle events involving any unintended speed

increase. However, the term properly refers to an ``unintended, unexpected, high-power acceleration from a stationary position or a very low initial speed accompanied by an apparent loss of braking effectiveness.''\2\ The definition includes ``braking effectiveness'' because operators experiencing a SA incident typically allege they were pressing on the brake pedal and the vehicle would not stop. ``Sudden acceleration'' does not describe unintended events that begin after vehicles have reached intended roadway speeds.

\2\ John Pollard and E. Donald Sussman, An Examination of Sudden Acceleration (Cambridge, MA.: NHTSA, 1989, DOT-HS-807-367), v.

2.2 The NHTSA Study

On March 7, 1989, NHTSA released a report, authored by John Pollard and E. Donald Sussman, titled ``An Examination of Sudden Acceleration,'' documenting the agency's efforts (the ``Study'') to determine what was causing a relatively large number of crashes in certain model vehicles due to apparent unintended (and substantial) engine power increase and alleged simultaneous loss of braking effectiveness. Typically, these events began while the vehicle was stationary, shortly after the driver had first entered it. They frequently ended in a crash. While the phenomenon affected all automatic transmission-equipped cars sold in the U.S., some had notably higher occurrence rates, with the Audi 5000 eclipsing them all.\3\ The issue of ``runaway'' Audi 5000s had been the subject of NHTSA defect investigations and safety recalls, class action lawsuits, considerable media coverage, and public controversy. Internationally, other governments investigated the phenomenon during roughly the same time period.\4\

\3\ The sudden acceleration report rate for 1978 through 1987 Audi 5000's was 586/100,000.

\4\ Transport Canada issued a report entitled ``Investigation of Sudden Acceleration Incidents'' in December 1988, concluding driver error caused the phenomenon. The Japanese Ministry of Transport released a report, ``An Investigation on Sudden Starting and/or Acceleration of Vehicles with Automatic Transmissions,'' in April 1989, which concluded that there was no common mechanical cause for sudden acceleration.

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TSC collected literature, individual case documentation, and data for each of the selected vehicles. Many drivers involved in an alleged sudden acceleration incident were

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interviewed. TSC studied and tested the vehicles' fuel, cruise control, and braking systems.\5\ The vehicles' driving controls were evaluated for both location within the cabin and operation. After gathering the information, TSC convened a panel (the ``Panel'') of independent experts in various disciplines \6\ to review the data and make recommendations.

 $\5\$ In some instances, the testing was performed by NHTSA's Vehicle Research and Test Center (VRTC).

\6\ The curriculum vitae of all the panelists is included in Appendix A to the Report. The panel was highly credentialed, including Dr. John B. Haywood, professor of Mechanical Engineering at M.I.T. and Director of its Sloan Automotive Laboratory, and Dr. Phillip B. Sampson, Hunt Professor of Psychology, Tufts University. At the conclusion of TSC's effort, comprising thousands of person-hours gathering data, comprehensively testing vehicles including their systems and equipment, interviewing owners and drivers, and inspecting crash scenes and the vehicles involved, a report was released with the following conclusion: ``For a sudden acceleration incident in which there is no evidence of throttle sticking or cruise control malfunction, the inescapable conclusion is that these definitely involve the driver inadvertently pressing the accelerator instead of, or in addition to, the brake pedal.''\7\

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3.0 The ODI Consumer Complaint Database

3.1 ``Vehicle Speed Control''

With NHTSA's recent roll-out of the ARTEMIS consumer complaint repository, all owner complaints that may involve a sudden acceleration event are coded (or in the case of reports pre-dating the roll-out, re-coded) as ``Vehicle Speed Control'' related (component code 180). These complaints form a subset of all complaints where a problem related to vehicle (i.e., engine) speed control was alleged (including, for example, some stalling complaints). Where a specific component is identified, the complaint is more descriptively coded as either: a. the accelerator pedal (component code 181); b. throttle linkages (component code 182); c. throttle cable(s) (component code 183); d. throttle return springs (component code 184); or e. the cruise control system (component code 185). In his petition, Mr. Boddaert requested that we conduct a petition analysis related to ``Vehicle Speed Control-linkages,'' component code 182. Our review of the NHTSA consumer complaints database found seven linkage-related complaints for MY 1997-2000 Lexus vehicles and sixty complaints if all six Vehicle Speed Control coding categories are included. On July 10, 2003, we discussed this issue with the petitioner and advised him that we planned to expand the petition's scope to include all six Vehicle Speed Control categories.

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Of the 182 reports found in the search described above, 60 relate to Lexus vehicles, 57 involve Cadillacs, and 65 concern Lincolns. We then normalized this data to account for differences in vehicle production quantities. Here are the results:

Table 1.--Vehicle Speed Control Report Rate/100K for Lexus and Peers

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Lincoln.	65	610,340	10.6

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Again, the results fail to establish the existence of a defect trend related to Lexus vehicle speed control problems and/or sudden acceleration incidents reported to NHTSA.

4.0 Conclusion

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References

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<u>CERTIFIED MAIL</u> <u>RETURN RECEIPT REQUESTED</u>

Mr. Christopher Tinto Director of Technical and Regulatory Affairs Toyota Motor Corporation 1850 M Street, NW Suite 600 Washington, D.C. 20036 NVS-213dsy PE04-021

Dear Mr. Tinto:

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

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

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

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

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

- <u>Subject vehicles</u>: all MY 2002 and 2003 Toyota Camry, Camry Solara and Lexus ES300 models manufactured for sale or lease in the United States.
- <u>Subject component</u>: the subject vehicle's throttle control system, including the accelerator pedal assembly (with pedal position sensors), the throttle body assembly (with throttle valve position sensors and throttle control motor), all interconnecting wiring and harnessing, any electronic control unit(s) involved in the throttle control process, and any other devices which may have an impact on the throttle control system or its operation.
- <u>Toyota</u>: Toyota Motor Corporation, all of its past and present officers and employees, whether assigned to its principal offices or any of its field or other locations, including all of its divisions, subsidiaries (whether or not incorporated) and affiliated enterprises and all of their headquarters, regional, zone and other offices and their employees, and all agents, contractors, consultants, attorneys and law firms and other persons engaged directly or indirectly (e.g., employee of a consultant) by or under the control of Toyota (including all business units and persons previously referred to), who are or, in or after 1998, were involved in any way with any of the following related to the alleged defect in the subject vehicles:
 - a. Design, engineering, analysis, modification or production (e.g. quality control);
 - b. Testing, assessment or evaluation;
 - c. Consideration, or recognition of potential or actual defects, reporting, record-keeping and information management, (e.g., complaints, field reports, warranty information, part sales), analysis, claims, or lawsuits; or
 - d. Communication to, from or intended for zone representatives, fleets, dealers, or other field locations, including but not limited to people who have the capacity to obtain information from dealers.
- <u>Alleged defect</u>: Allegations of A) an engine speed increase without the driver pressing on the accelerator pedal or, B) the engine speed failing to decrease when the accelerator pedal was no longer being depressed – both circumstances requiring greater than expected brake pedal application force to control or stop the vehicle where brake system function was reportedly normal. This includes short duration events where drivers could not react in time to apply the brakes effectively.
- **Document:** "Document(s)" is used in the broadest sense of the word and shall mean all original written, printed, typed, recorded, or graphic matter whatsoever, however produced or reproduced, of every kind, nature, and description, and all non-identical copies of both sides thereof, including, but not limited to, papers, letters, memoranda, correspondence, communications, electronic mail (e-mail) messages (existing in hard copy and/or in electronic storage), faxes, mailgrams, telegrams, cables, telex messages,

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

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

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

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

- 1. State, by model and model year, the number of subject vehicles Toyota has manufactured for sale or lease in the United States. Separately, for each subject vehicle manufactured to date by Toyota, state the following:
 - a. Vehicle identification number (VIN);
 - b. Type of pedal system vehicle was manufactured with (fixed or adjustable);
 - c. Type of transmission vehicle was manufactured with (auto or manual);
 - d. Date of manufacture;
 - e. Date warranty coverage commenced; and
 - f. The State in the United States where the vehicle was originally sold or leased (or delivered for sale or lease).

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

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

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

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

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

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

- 4. Produce copies of all documents related to each item within the scope of Request No. 2. Organize the documents separately by category (i.e., consumer complaints, field reports, etc.) and describe the method Toyota used for further organizing the documents within each category.
- 5. State, by model and model year, a total count for all of the following categories of claims, collectively, that have been paid by Toyota to date that relate to, or may relate to, the alleged defect in the subject vehicles: warranty claims; extended warranty claims; claims for good will services that were provided; field, zone, or similar adjustments and reimbursements; and warranty claims or repairs made in accordance with a procedure specified in a technical service bulletin or customer satisfaction campaign.

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

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

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

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

- 6. Describe in detail the search criteria used by Toyota to identify the claims submitted in response to Request No. 5, including the labor operations, problem codes, part numbers and any other pertinent parameters used. Provide a list of all labor operations, labor operation descriptions, problem codes, and problem code descriptions applicable to the alleged defect in the subject vehicles. State, by make and model year, the terms of the new vehicle warranty coverage offered by Toyota on the subject vehicles (i.e., the number of months and mileage for which coverage is provided and the vehicle systems that are covered). Describe any extended warranty coverage option(s) that Toyota offered for the subject vehicles and state by option, model, and model year, the number of vehicles that are covered under each such extended warranty.
- 7. Produce copies of all service, warranty, and other documents that relate to, or may relate to, the alleged defect in the subject vehicles, that Toyota has issued to any dealers, regional or zone offices, field offices, fleet purchasers, or other entities. This includes, but is not limited to, bulletins, advisories, informational documents, training documents, or other documents or communications, with the exception of standard shop manuals. Also include the latest draft copy of any communication that Toyota is planning to issue within the next 120 days.
- 8. Describe all assessments, analyses, tests, test results, studies, surveys, simulations, investigations, inquiries and/or evaluations (collectively, "actions") that relate to, or may relate to, the alleged defect in the subject vehicles that have been conducted, are being conducted, are planned, or are being planned by, or for, Toyota. For each such action, provide the following information:
 - a. Action title or identifier;
 - b. The actual or planned start date;
 - c. The actual or expected end date;
 - d. Brief summary of the subject and objective of the action;
 - e. Engineering group(s)/supplier(s) responsible for designing and for conducting the action; and
 - f. A brief summary of the findings and/or conclusions resulting from the action.

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

Jeffrey Quandt, Chief Vehicle Control Division Office of Defects Investigation

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

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

<u>CERTIFIED MAIL</u> <u>RETURN RECEIPT REQUESTED</u>

Mr. Christopher Tinto Director of Technical and Regulatory Affairs Toyota Motor Corporation 1850 M Street, NW Suite 600 Washington, D.C. 20036 NVS-213dsy PE04-021

Dear Mr. Tinto:

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

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

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

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

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

- <u>Subject vehicles</u>: all MY 2002 and 2003 Toyota Camry, Camry Solara and Lexus ES300 models manufactured for sale or lease in the United States.
- <u>Subject component</u>: the subject vehicle's throttle control system, including the accelerator pedal assembly (with pedal position sensors), the throttle body assembly (with throttle valve position sensors and throttle control motor), all interconnecting wiring and harnessing, any electronic control unit(s) involved in the throttle control process, and any other devices which may have an impact on the throttle control system or its operation.
- <u>Toyota</u>: Toyota Motor Corporation, all of its past and present officers and employees, whether assigned to its principal offices or any of its field or other locations, including all of its divisions, subsidiaries (whether or not incorporated) and affiliated enterprises and all of their headquarters, regional, zone and other offices and their employees, and all agents, contractors, consultants, attorneys and law firms and other persons engaged directly or indirectly (e.g., employee of a consultant) by or under the control of Toyota (including all business units and persons previously referred to), who are or, in or after 1998, were involved in any way with any of the following related to the alleged defect in the subject vehicles:
 - a. Design, engineering, analysis, modification or production (e.g. quality control);
 - b. Testing, assessment or evaluation;
 - c. Consideration, or recognition of potential or actual defects, reporting, record-keeping and information management, (e.g., complaints, field reports, warranty information, part sales), analysis, claims, or lawsuits; or
 - d. Communication to, from or intended for zone representatives, fleets, dealers, or other field locations, including but not limited to people who have the capacity to obtain information from dealers.
- <u>Alleged defect</u>: Allegations of A) an engine speed increase without the driver pressing on the accelerator pedal or, B) the engine speed failing to decrease when the accelerator pedal was no longer being depressed – both circumstances requiring greater than expected brake pedal application force to control or stop the vehicle where brake system function was reportedly normal. This includes short duration events where drivers could not react in time to apply the brakes effectively.
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notes, annotations, working papers, drafts, minutes, records, audio and video recordings, data, databases, other information bases, summaries, charts, tables, graphics, other visual displays, photographs, statements, interviews, opinions, reports, newspaper articles, studies, analyses, evaluations, interpretations, contracts, agreements, jottings, agendas, bulletins, notices, announcements, instructions, blueprints, drawings, as-builts, changes, manuals, publications, work schedules, journals, statistical data, desk, portable and computer calendars, appointment books, diaries, travel reports, lists, tabulations, computer printouts, data processing program libraries, data processing inputs and outputs, microfilms, microfiches, statements for services, resolutions, financial statements, governmental records, business records, personnel records, work orders, pleadings, discovery in any form, affidavits, motions, responses to discovery, all transcripts, administrative filings and all mechanical, magnetic, photographic and electronic records or recordings of any kind, including any storage media associated with computers, including, but not limited to, information on hard drives, floppy disks, backup tapes, and zip drives, electronic communications, including but not limited to, the Internet and shall include any drafts or revisions pertaining to any of the foregoing, all other things similar to any of the foregoing, however denominated by Toyota, any other data compilations from which information can be obtained, translated if necessary, into a usable form and any other documents. For purposes of this request, any document which contains any note, comment, addition, deletion, insertion, annotation, or otherwise comprises a nonidentical copy of another document shall be treated as a separate document subject to production. In all cases where original and any non-identical copies are not available, "document(s)" also means any identical copies of the original and all non-identical copies thereof. Any document, record, graph, chart, film or photograph originally produced in color must be provided in color. Furnish all documents whether verified by Toyota or not. If a document is not in the English language, provide both the original document and an English translation of the document.

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

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

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

- 1. State, by model and model year, the number of subject vehicles Toyota has manufactured for sale or lease in the United States. Separately, for each subject vehicle manufactured to date by Toyota, state the following:
 - a. Vehicle identification number (VIN);
 - b. Type of pedal system vehicle was manufactured with (fixed or adjustable);
 - c. Type of transmission vehicle was manufactured with (auto or manual);
 - d. Date of manufacture;
 - e. Date warranty coverage commenced; and
 - f. The State in the United States where the vehicle was originally sold or leased (or delivered for sale or lease).

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

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

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

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

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

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- 4. Produce copies of all documents related to each item within the scope of Request No. 2. Organize the documents separately by category (i.e., consumer complaints, field reports, etc.) and describe the method Toyota used for further organizing the documents within each category.
- 5. State, by model and model year, a total count for all of the following categories of claims, collectively, that have been paid by Toyota to date that relate to, or may relate to, the alleged defect in the subject vehicles: warranty claims; extended warranty claims; claims for good will services that were provided; field, zone, or similar adjustments and reimbursements; and warranty claims or repairs made in accordance with a procedure specified in a technical service bulletin or customer satisfaction campaign.

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

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

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

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

- 6. Describe in detail the search criteria used by Toyota to identify the claims submitted in response to Request No. 5, including the labor operations, problem codes, part numbers and any other pertinent parameters used. Provide a list of all labor operations, labor operation descriptions, problem codes, and problem code descriptions applicable to the alleged defect in the subject vehicles. State, by make and model year, the terms of the new vehicle warranty coverage offered by Toyota on the subject vehicles (i.e., the number of months and mileage for which coverage is provided and the vehicle systems that are covered). Describe any extended warranty coverage option(s) that Toyota offered for the subject vehicles and state by option, model, and model year, the number of vehicles that are covered under each such extended warranty.
- 7. Produce copies of all service, warranty, and other documents that relate to, or may relate to, the alleged defect in the subject vehicles, that Toyota has issued to any dealers, regional or zone offices, field offices, fleet purchasers, or other entities. This includes, but is not limited to, bulletins, advisories, informational documents, training documents, or other documents or communications, with the exception of standard shop manuals. Also include the latest draft copy of any communication that Toyota is planning to issue within the next 120 days.
- 8. Describe all assessments, analyses, tests, test results, studies, surveys, simulations, investigations, inquiries and/or evaluations (collectively, "actions") that relate to, or may relate to, the alleged defect in the subject vehicles that have been conducted, are being conducted, are planned, or are being planned by, or for, Toyota. For each such action, provide the following information:
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 - e. Engineering group(s)/supplier(s) responsible for designing and for conducting the action; and
 - f. A brief summary of the findings and/or conclusions resulting from the action.

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

Jeffrey Quandt, Chief Vehicle Control Division Office of Defects Investigation

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

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

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

Date and Place of Next Meeting (April 4–6, 2006, Fourteenth Plenary at RTCA; July 10–14, 2006, Fifteenth Plenary at RTCA; October 16–20, 2006, Sixteenth and final Plenary at RTCA, Closing Remarks, Adjourn)

• Working Groups to complete action items and complete interim update DO–294 for recommendation to PMC to publish

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

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

Natalie Ogletree,

FAA General Engineer, RTCA Advisory Committee

[FR Doc. 05–24699 Filed 12–30–05; 8:45 am] BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Denial of Motor Vehicle Defect Petition

AGENCY: National Highway Traffic Safety Administration, (NHTSA), Department of Transportation. **ACTION:** Denial of a petition for a defect investigation.

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

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

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

SUPPLEMENTARY INFORMATION: The petitioner owns a 2002 Toyota Camry with V6 engine that he purchased new in March 2002. On July 5, 2005, at approximately 8:45 p.m., the petitioner parked his vehicle in the driveway of a home near his residence in Phoenix, Arizona and exited the vehicle. Upon determining that he was at the wrong address, he re-entered the vehicle, started the engine, placed his foot on the brake pedal and shifted the gear selector to reverse. The petitioner states that he was steering clockwise as the vehicle drifted backwards from the driveway under its own power. He alleges that without application of the throttle the vehicle suddenly accelerated backwards at a high rate causing a loss of vehicle control. The vehicle appears to have moved in a circular path and came to rest with the driver's door abutted to a utility box situated on a concrete pad in front of the home adjacent to where the vehicle had been parked. According to the petitioner, he does not recall if he applied, or attempted to apply, the brake pedal during this incident. He stated, however, that he is sure he would not have applied the throttle since no application was necessary for vehicle movement. Although the exact distance and path the vehicle traveled during the incident is unknown, the vehicle damage ¹ and incident site evidence suggests the vehicle yawed (rotated about a vertical axis) through a significant angle to reach its final rest position; this is consistent with the petitioner's statement that the vehicle accelerated at a high rate and is an indication that a significant throttle opening occurred. Additionally, the petitioner describes another incident² that happened in April 2002, within the first few weeks of his ownership, stating that he did not report the incident at that time because he felt that his unfamiliarity with the vehicle may have caused an error that lead to the incident.

 $^{^{1}}$ Repair damage for the petitioner's vehicle from this incident was estimated at \$3,000.

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

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

The petitioner has submitted several letters to ODI³ that contain further descriptions of his two incidents. discussions of his review of related information including information from ODI's complaint and investigation databases, and lists of Vehicle Owner Questionnaire (VOQ) numbers (reports) with comments describing his analysis of each. In total, ODI recognizes 1,172 distinct VOQ reports that the petitioner has obtained from ODI's database, reviewed and submitted to the agency.⁴ The reports involve MY 2002 to 2005 Toyota products,⁵ including 4 Lexus and 15 Toyota models, defining a vehicle population of some 7.1 million vehicles.6

In its analysis of the petitioner's data, ODI noted that many of the cited reports involved complaints related solely to the brake system. Accordingly, ODI performed an analysis of the ODI complaint database for all MY 2002 to 2005 light vehicles for reports coded to the brake system component category. With the exception of two products,⁷ the analysis showed that the vehicles identified by the petitioner were not over-represented in the complaint database. Accordingly, ODI determined that there was insufficient evidence to support the existence of a brake systemrelated defect in these vehicles. Additionally, ODI determined that many of the products identified by the petitioner were not manufactured with ETC systems, but were instead built with mechanical throttle control systems (typically cable based). In fact, for the four MYs cited by the petitioner, only the Toyota Camry and Lexus ES models were all manufactured with ETC. For these reasons, ODI restricted its analysis to petitioner reports involving MY 2002 to 2005 Camry, Solara, and ES models (identified henceforth as the subject vehicles) that alleged an abnormal throttle control

event. There are approximately 1.9 million subject vehicles in this population.⁶ The design and operation of the subject vehicle's ETC system, including the diagnostic and safety control system, is discussed in the closing report for PE04–021 and in information Toyota provided during PE04–021 and this petition.³ For the total of 1,172 reports to which

the petitioner has directed our attention, and after excluding the reports discussed above, ODI identified 4328 unique subject vehicle VOQ reports involving throttle control concerns originating from ETC equipped vehicles; this appears to be a relatively comprehensive representation of the ODI complaint database regarding this issue on the subject vehicles. Generally speaking, these reports fall into one of three categories; (1) those that involve engine management system (EMS) related driveability concerns, (2) those that involve throttle control related concerns where the brake system was reportedly ineffective, and (3) those that involve throttle control related concerns where the effectiveness of the brake system was unknown or ambiguous.

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

the allegations raised by the petitioner and these reports do not provide support for the investigation requested by the petitioner.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Issued on: December 23, 2005.

Daniel C. Smith,

Associate Administrator for Enforcement. [FR Doc. E5–8151 Filed 12–30–05; 8:45 am] BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

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

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

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT. **ACTION:** Grant of Application for a Temporary Exemption from S4.2 and S14 of Federal Motor Vehicle Safety Standard No. 208.

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

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

FOR FURTHER INFORMATION CONTACT:

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

I. Background

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

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

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

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

 $^{^{\}rm 17}$ This observation does not support the existence of a vehicle-based causal explanation.

 $^{^{18}\,\}rm This$ is partially due to the effects of publicity surrounding PE04–021.

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

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

From: <scott.yon@dot.gov></scott.yon@dot.gov>	Sent:10/25/2006 8:15 AM.
To: [-] <csantucci@tma.toyota.com>.</csantucci@tma.toyota.com>	
Cc: [-] . Bcc: [-] .	
Subject: Conversation of 10/24.	
Chris,	
This email confirms our conversation of 10/24 concerning DP06-003 which Jeff participate test plan for the throttle actuator removed from the petitioner's vehicle (which is currently in You explained the process/timing of the assessment the throttle actuator manufacturer (Air requested that Toyotasend the actuator to Aisan and ask them to conduct the non-destruc assessment ASAP. You advised that a summary report will be provided when the assessment actuator will determine what, if anything will be done with the actuator conduct any destructive testing of the actuator until further discussion. Let me know if you	n Toyota's possession). san) has offered. We tive portions of the ment is complete. After we next. Please do not
Thanks,	
Scott	
D. Scott Yon	
U.S. Department of Transportation	
National Highway Traffic Safety Administration	
Office of Defects Investigation	
Room 5326-I	
400 7th Street S.W.	
Washington, DC	
20590	
202-366-0139	
fax-202-366-1767	
The information contained in this e-mail message has been sent from a federal agency of Government. It may be privileged, confidential, and/or protected from disclosure. If you an	
i.	

From:	<scott.yon@dot.gov>. Sent:11/27/2006 1:08 PM.</scott.yon@dot.gov>
To: [- Cc: [-	
Bcc: [-] ·
Subje	ct: DP06-003: Questions regarding P Codes/Freeze Frame data.
Chri	S,
relat you (in v extra	a message is further to our recent phone discussions. The Petitioner is alleging that, earlier this month, a throttle ted incident occurred with his vehicle after the installation of the new throttle actuator. During our discussions requested that I submit in writing any questions NHTSA had regarding this issue and that Toyota would respond writing) soon thereafter. Here are the questions regarding the P Code/Freeze frame data that was allegedly acted from the Petitioner's vehicle after this incident, and the operation of the diagnostic system of the tioner's vehicle.
1) P21	Based on information provided by the Petitioner, I understand that the following P codes were set: P2111, 12, and P2119. Is this consistent with Toyota's understanding?
2) the	Based on information provided by the Petitioner, I understand the following Freeze Frame data was stored in ECM:
a.	Fuel System: open loop;
b.	Load Value: 0%;
c.	Coolant Temp: 177F;
d.	Short Term Fuel trim: 0%;
e.	Long Term Fuel Trim: 0.7%;
f.	Engine RPM: 0;
g.	Vehicle Speed: 0;
h.	Ignition Timing Advance: 5 degrees;
i.	Intake Air Temperature: 91F;
j.	Air Flow Rate: 0.05 lb/min;
k.	Throttle Position: 29%.
Is th	is consistent with Toyota's understanding?
3)	For each item in the list above (11 in total);
a. mon	Describe in detail what the item means or represents (what engine/vehicle parameter is it itoring/indicating);
b.	State the unique values, or the max/min range, that can be stored in Freeze Frame data;
	Describe any actions that could be undertaken by a subject vehicle (SV) owner (such as unplugging an engine sor and turning the ignition on, etc) which could explain, and result in, the P Codes and Freeze Frame data that allegedly stored in the Petitioner's vehicle.
11	

5) I need to better understand the sequence of events that occur when the ECU detects that a fault has occurred, sets P Codes, and stores Freeze Frame data. Explain in detail the timing and sequence of events that occur during the detection of P codes and recording of Freeze Frame data in the SV ECM.

a. Is the Freeze Frame data representative of the exact conditions at the precise moment the fault is detected, or the conditions before, or after, and how much before or after.

b. When in this sequence is the Service/Check Engine light illuminated; does illumination occur as soon as the fault is detected, and before or after the Freeze Frame data is written?

6) State the values for each item in Request 2 that would be expected to be stored in the Freeze Frame data if a P code(s) were detected under the following vehicle operating conditions: the vehicle is stationary and has been parked for a 2 to 3 hour period at ambient temperatures of about 60F, the engine is started and immediately goes to 3000 rpm for 7 seconds, and simultaneously the Service/Check Engine light illuminates, and the engine then stalls.

a. In this scenario, what affect would the act of restarting the vehicle (without a key-off event) have on any fail safe mode of operation that may have been set due to a P code being detected; would it reset or clear the failsafe mode?

b. In general, when a fail safe mode of operation has been enabled, does the ignition switch need to be fully switched off to clear the fail safe mode, and is there any minimal amount of time that the ignition key must be switched off to clear/reset the fail safe mode, or will simply turning the key off and immediately back on again clear the fail safe?

7) State all P codes and Freeze Frame data which would be expected to be stored if:

a. The throttle actuator was disconnected while the ignition switch was in the on/run state with the engine off and the vehicle stationary;

b. The throttle actuator was disconnected while the engine was at idle and the vehicle stationary;

c. The ignition switch was turned on after the throttle actuator was disconnected (while the vehicle was stationary);

d. And under the above scenarios, if code P2102 and P2103 would not be detected or stored in the ECU, state why not?

8) Convert 29% throttle position to degrees throttle blade angle, and convert 16 degrees throttle blade angle to % throttle position.

9) State the typical (or typical range of) Throttle Position, Load Value, Air Flow Rate and Ignition Timing for a 4 cylinder engine at idle in Park gear?

10) State the typical Throttle Position, Load Value, Air Flow Rate and Ignition Timing for a 4 cylinder engine when the ignition key is on, the engine is off, and the vehicle is at rest in Park gear?

11) State what engine conditions (engine speed/RPM and load value) an Air Flow Rate of .05 lb/min represents?

12) The Petitioner provided NHTSA a copy of a repair invoice from Fred Anderson Toyota in Raleigh, NC(dated 11/6/2006) which referenced case # TA063100058. Advise whether TA063100058 is a Toyotacase ID and if so, provide a copy of all information related to it.

Additionally, we discussed using a SV and diagnostic equipment to demonstrate, at Toyota's local office, what occurs under some of the various scenarios described above. Please advise the status of this request.

Lastly, regarding the Petitioner's original equipment throttle actuator which is currently in Japanwith the component manufacturer, please continue with the destructive phase of the assessment program ASAP. Please provide the

results of this assessment when available/completed.

Please advise any questions,

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

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From: <scott.yon@dot.gov>.</scott.yon@dot.gov>	Sent:3/9/2007 10:11 AM.
To: [-] <csantucci@tma.toyota.com>.</csantucci@tma.toyota.com>	
Cc: [-] Bcc: [-]	
Subject: DP06003 FRN - denial notification.	
FYI	
D. Scott Yon	
U.S.Department of Transportation	
National Highway Traffic Safety Administration	
Office of Defects Investigation	
Room 5326-I	
400 7th Street S.W.	
Washington, DC	
20590	
202-366-0139	
fax-202-366-1767	
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sender.	

Dated: February 28, 2007. By order of the Maritime Administrator. Daron T. Threet, Secretary, Maritime Administration. [FR Doc. E7–4211 Filed 3–8–07; 8:45 am] BILLING CODE 4910–81–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

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

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT. **ACTION:** Meeting announcement.

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

DATE AND TIME: The meeting is scheduled from 8:30 a.m. to 4 p.m. on Wednesday, March 28, 2007. ADDRESSES: The meeting will be held at: Department of Transportation, 400 Seventh Street, SW., Room 6200, Washington, DC 20590.

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

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

SUPPLEMENTARY INFORMATION: CIREN cases may be viewed from the NHTSA/ CIREN Web site at: http://wwwnrd.nhtsa.dot.gov/departments/nrd-50/ ciren/CIREN.html. NHTSA has held three Annual Conferences where CIREN

research results were presented. Further information about the three previous CIREN conferences is also available through the NHTSA Web site. NHTSA has held public meetings on a regular basis since 2000. Presentations from these meetings are available through the NHTSA Web site. NHTSA plans to continue holding CIREN meetings on a regular basis to disseminate CIREN information to interested parties. This is the sixteenth such meeting. The CIREN Centers will be presenting papers on the side impacts in pediatric cases, injuries involving far side occupants, diffuse axonal brain injuries, seat angle and injury, brain injury and impact angle, analytic techniques for using CIREN data, and elderly data analysis including the use of Digital Imaging and Communications in Medicine (DICOMS).

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

Issued on: March 5, 2007. Joseph N. Kanianthra,

Associate Administrator for Vehicle Safety Research.

[FR Doc. E7-4209 Filed 3-8-07; 8:45 am] BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Denial of Motor Vehicle Defect Petition

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

ACTION: Denial of a petition for a defect investigation.

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

incidents relating to vehicle engine surging.

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

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

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

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

 $^{^1\,\}rm The$ open resume for DP06–003 incorrectly identified the Petitioner's previous vehicle as a MY 2003.

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

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

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

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

During the October 2006 meeting, ODI and the Petitioner discussed the Toyota dealership's determination that his throttle actuator should be replaced. An agreement was made to schedule the next service visit so that the removed (suspect) throttle actuator could be retained for further analysis. After the repair, ODI arranged with Toyota to have the suspect throttle actuator sent to a facility owned by the component supplier, Aisan Industry Co., Ltd. An analysis was conducted which included

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

⁷ This situation was demonstrated to the Petitioner since he raised concerns regarding reports submitted to NHTSA alleging that vehicles accelerated to high speed even when the brakes were fully applied. a physical inspection (including X-ray), mechanical testing, electrical testing, environmental testing, and destructive tear down. Aisan's final investigation report,⁸ submitted to NHTSA under request for confidentiality by Toyota, concluded that there was no problem associated with the component.

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

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

ODI attempted but was unable to conduct an interview with the current

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

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

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

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

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

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

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

¹⁰ The warranty claim rate for subject vehicle throttle actuator replacement was less than 0.18%. ¹¹ Parts sales were approximately 5,300 units on

a population of some 1.9M vehicles, ~0.3%.

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

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

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

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

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

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

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

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

Issued on: March 5, 2007.

Daniel C. Smith,

Associate Administrator for Enforcement. [FR Doc. E7-4214 Filed 3-8-07; 8:45 am] BILLING CODE 4910-59-P

Cc: [-] Bcc: [-]	George Morino/=TMS/Toyota.
Subject:	RE: Lexus sudden acceleration.
Hi Don,	
Thank	you for your update, and your concern. As I stated in my prior email, Lexus is cooperating fully with NHTSA ir ts to investigate the allegations in their Preliminary Evaluation.
Thanks	again!
Toyota	 utto Communications Division Communications S. Western Avenue
Torrand Phone:	ve, CA 90501 310-468-7728 0-381-4618
email: s	am_butto@lexus.com
	are" <ddare@wate.com> 007 10:47 AM</ddare@wate.com>
сс	m_Butto@Toyota.com> RE: Lexus sudden acceleration
Dear S	am,
new de As you it can s	you for your prompt response to my questions. There has been a velopment since I first wrote, it has to do with the floor mat. know, the NHTSA is checking the accessory floor mat issue, that id forward because it's "not secured" by the clip and "interfer e throttle pedal," the accelerator.
investig came to	erviewed Mrs. The National Highway Traffic Safety Administration , b Sevierville, Tennessee to see her car on April 17. The National Says e it, put it up on a lift, checked it completely.
rubber first tim to get in had bee	ne says, when Mr. Yon looked at the mats he found the winter mat on top of the regular mat. We checked our video from the e we interviewed Mrs. March 8, 2007. We asked her then hside the car, to demonstrate how she had applied the brakes (It en her first time in the car since the October 12th incident). eo from March 8th shows the rubber mat on top of the regular mat.
Mrs.	says she paid extra for the mat and "when we went to pick car (in Johsonson City,Tennessee)

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

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

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

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

Again, thank you.

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

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

Hi Don,

In answer to your questions:

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

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

2. If so, where does the investigation stand?

ANSWER: As far as the **second** case is concerned, the results of the arbitration have closed the matter.

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

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

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

The situation being addressed by Lexus is the Preliminary Evaluation investigation opened by NHTSA on March 29, 2007 on certain 2007 model year Lexus ES 350 vehicles. NHTSA is concerned that if the Lexus All Weather Floor Mat is placed on top of the existing Lexus Carpeted Floor Mats, the All Weather Floor Mats would not be secured by the retaining hooks (clips) and may slip forward, possibly interfering with the accelerator pedal. NHTSA has received five consumer complaints where the All Weather Floor Mat may have interfered with the accelerator pedal operation. A Preliminary Evaluation is an early-stage inquiry to determine if further analysis (an Engineering Analysis) is warranted; this is not a recall. Lexus is currently cooperating fully with the agency in its efforts to investigate the allegations. Sam Butto Lexus Communications **Toyota Division Communications** 19001 S. Western Avenue Torrance, CA 90501 Phone: 310-468-7728 Fax: 310-381-4618 email: sam_butto@lexus.com "Don Dare" <ddare@wate.com> То 04/24/2007 12:01 <sam_butto@toyota.com> PM cc "Jamie Foster" <jfoster@wate.com> Subject Lexus sudden acceleration

Dear Sam,

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

We have interviewed a local East Tennessee couple and the Their case is #3407007. They bought a 2007 Lexus ES350 last year.

To date it has 2,720 miles. While merging onto 1-40, October 12 of last fall, she accelerated to 65 MPH, but she says "the car began to accelerate on its own." Her letter to NHTSA"s Office of Defects goes on to say: "the cruise light came on by itself, I disengaged the cruise, applied the brake with both feet, shifted into lower gears, including neutral, I applied the emergency brake and shifted into reverse, as the car was now approaching 100 MPH. I traveled almost 6 miles at 110+ MPH with the gearshift in reverse befoe the brakes took hold."

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

But according to the report's decision: "the Field Technical Specialist

(FTS) stated that in order for the incident to have happened as described by the customer, numerous redundant systems in the vehicle would have had to have failed simultaneously, and then return to normal operations during th FTS inspection. The FTS stated that this scenario was not possible given the design of the vehicle. Further, the vehicle's braking system is designed to stop the vehicle while the engine is operating at full

throttle." DECISION: "The customer's request that the vehicle be repurchased is hereby DENIED." Their case number is: #3407007.

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

Some of the complaints go like this: "vehicle began to accelerate uncontrollably" ... "vehicle accelerated without warning" ... "cruise control wasn't functioning properly" The owners described what action they took: "I applied the brake but the car continued to accelerate" ...

stomped on the brakes with both feet, did not stop" They also wrote about

their feelings: "I have been traumatized by this event" ..."It's a miracle that I'm alive." The owners also discussed what their dealer's reaction had been: "Their (Toyota) investigator found nothing was wrong with the vehicle" ... "I was told (by dealer) to drive the car until it happened again and that they had n ver heard of this problem before."

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

	pedal" "put on emergency brake" "put car into neutral" "shifted in reverse."
	As I understand it, the NHTSA has advanced all this information about the 2007, ES350 to the Toyota Motor Company. Additionally, I have seen the April 5. 2007 letter from NHTSA's Office of Defects sent to Mr. Christopher Tinto, Toyota V-P. It refers to a problem with the Lexus "accessory floor mat and the accelerator pedal." That issue and the above mentioned problems, I don't believe are related.
	My questions to you are:
	1. Is Toyota Motor Company aware of the sudden acceration problem?
	2. If so, where does the investigation stand?
	3. What efforts are being made to address the situation?
	l appreciate your help.
	Sincerely, Don Dare
	(Embedded image moved to file: pic02800.gif)
	Insert a catchy tag line here
0000000000	Don Dare
	Reporter/Anchor
	,

13 Br Kr 37	ATE-TV 306 N. roadway noxville, TN 7917 dare@wate.com
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	dd me to your address book
W th	'ant a signature like is?

From: <scott.yon@dot.gov>. Sent:5/8/2007 8:21 AM.</scott.yon@dot.gov>
To: [-] <csantucci@tma.toyota.com>.</csantucci@tma.toyota.com>
Cc: [-] <jeff.quandt@dot.gov>;<bill.collins@dot.gov>.</bill.collins@dot.gov></jeff.quandt@dot.gov>
Bcc: [-] . Subject: PE07016 VOQs.
Chris,
Can you confirm you have received this message and the 9 attachments please?
Per our discussion this morning here is the current status of VOQs for PE07-016.
Opened on: 10180658, 10182245, 10182749, 10183821, and 10186045. Copies of VOQs provided previously.
Now considering/reviewing: 10174071, 10174732/10176450 (two VOQs, same incident), 10186045, 10189487, 10189528, and 10189655
Note: 10189655 resulted in airbag deployment which we assume means there may be some EDR/CDR data stored. ODI may want to discuss this further with Toyota.
Also, ODI 10188471 is a duplicate for 10182749 (counted in open, same incident).
I have provided un-redacted copies of each of the 'new' reports (and any related documents) for your review.
There are a few 2007 Camry VOQs and a 2007 Avalon VOQ which may be related to all weather mats although these are currently out of scope.
Regards,
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

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REQUEST FOR INVESTIGATION INTO:

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10176450

201 200 11 MM 9: 20

STATE OF MICHIGAN

- So-Called Accuser

v.

Diane Rochele Hodges-EL

[23935 Outer Drive, Apt E-9]

Melvindale, Michigan Republic [48122]

Telephone: [3136471569]

- So-Called Accused

So-Called State Court Case

Number: 272643

National Highway Traffic

Safety Administration

complaint number 10174732.

201 11 - 8 - 10 12: 05 0020- 10 - 10 - 10: 05

Marin)06

INTRODUCTION

1. COMES NOW **Diane Rochele Hodges-EL**, Stating as follows: I am appealing to you for the purpose of requesting an investigation into the "Vehicle Speed Control" malfunction of a 2007 LEXUS with the model number ES350 and the vehicle identification number JTHBJ46G372002307.

HISTORY

2. While traveling north bound at approximately 55 MPH on Interstate I-75 / M-59 within Oakland County – State of Michigan, the automobile mentioned above suddenly accelerated, after attempting to apply the automobile brakes, to approximately 85 MPH. This unwanted sudden acceleration caused the vehicle to crash into the highway guard rail and go into a roll over. As a result of the sudden acceleration and roll over the vehicle was damaged beyond repair and I was injured with serious back, neck and pelvic injuries.

3. As a result of the automobile crash a court complaint (traffic ticket) was filed by CITY OF PONTIAC EMPLOYEE (POLICE OFFICER) against my self for allegedly exceeding the automobile speed limit and causing this automobile crash. At the time of writing this request for an investigation the above court issue is being herd at the STATE OF MICHIGAN DISTRICT 50TH DISTRICT COURT, 70 N. SAGINAW, PONTIAC, MI 48342, Telephone Number: 1-248-758-3800.

4. Based on information obtained at the National Highway Traffic Safety Administration web site, at least two other complaints have been filed by other persons with almost identical complaints. These complaint numbers are 10156602 and 10174071. 5. Based on this request and the associates complaints, it is requested that you take the automobile with the vehicle identification number mentioned above into your custody for the purpose of performing a complete inspection, evaluation, test, etcetera of the SPEED CONTROL and or any other parts, components, systems etcetera that could have caused the mentioned sudden acceleration.

6. At the end of your investigation I request that you make the finding of such investigation available to myself, the STATE OF MICHIGAN 50TH DISTRICT COURT and TOYOTA MOTOR NORTH AMERICA, INC.

RETURN OF SERVICE

7. I affirm under the penalties of perjury to the laws of the United States that I caused this request to be served, on or about the <u>15</u> Day of the <u>premier</u> Month of the Year Two-Thousand-Six (2006) at or about the on the <u>1600</u> hour, on the National Highway Traffic Safety Administration Administrator Nicole Nason, 400 Seventh Street, SW, Washington, DC 20590, Telephone Number: 1-888-327-4236. 8. I declare that the statements above are true to the best of my information, knowledge, and belief. Signed in red ink on <u>15</u> Day of the <u>ucumber</u> Month of the Year Two-Thousand-Six (2006).

Diane Rochele Hodges-EL:

Signature Without prejudice and with honor. All rights reserved. Copy Right/ Copy Claim.

Witness Printed Name.

Witness Signature/Without prejudice and with honor. All rights reserved. Copy Right/ Copy Claim.

Witness Printed Name.

Witness Signature. Without prejudice and with honor. All rights reserved. Copy Right/ Copy Claim.

Page 4 of 4

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National Highv Traffic Safety Administration			1-888-E (1-888 T:www.n	-327-4 htsa.do	236) ot.go)	otline		22-	NOV-2006		erence No. 174071		
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<i>Do you authorize</i> <i>In the absence of</i> Signature of Own	f an auth	to provide a horization, N)copy HTSA	of this rep WILL NOT	oort to th F provide	ne mar e your	nufac nam	turer of you e or addres	s to t	hicle? he vehicle e/	manufacturer.] <i>NO</i>		
					VEHI	CLE I	NFOR	MATION						
17 digit Vehicle Ident JTHBJ46G572	ification N	Number Locate	d at bo	ottom of wind	dshield on	driver's	sside	Make LEXUS			Model ES350		Model Year 2007	
Date Purchase 01-NOV-06	-	Dealer's Nar DAVE MUNG	GENAS		e Number	r			_		Engine: No: Cylinders		Fuel Type:	
Original Owne	r	Dealer's City BALLWIN	'					State MO	Zip (Code				
Transmission Type		ntilock Brakes ruise Control	Pov	wertrain		Vehicle Compon 180000 VEHICL				nent Code LE SPEED CONTROL				
		Jise Concror			Multiple Failure				: 1					
				FAIL	ED COM	PONE	NT(S	I)/PART(S)) INF(ORMATIO	N			
Incident Date(s) 21-NOV-2006	Failur	re Mileage	Failu	ire Speed										
		ADDIT						WHEN RE	PORT					
Tire Make				Tire Model			nber)	-			e Size (Example P2:	15/65+	(15)	
DOT No. (Example:		L9ABC036)		Origin	nal Equipr Repair	ment		Failure Lo	cation	1:				
Tire Component Co	de							_			e Failure Type			
N 4 - 1		ADDITION	AL IT	EMS TO B	r				TING		SEAT FAILURE			
Make: Seat Type:					Date Ma Installat					Model No./Name:				
Child Seat Compone	ent Cod	e:	F	ailed Part:	Inocuna		Jucin							
			(D)					TINFORM						
Crash	Fire			<i>lease describe</i> mber of Per				<u>, <i>Failure(s</i>), C</u> mber of Dea			<i>ry (ies).)</i> ed to Police:			
Yes X No	☐ Ye						•••				N			
Narrative Descript Please describe (1 i.e, parts repaired	L) events	ts leading up	to the	e failure, (2	2) failure a	and it	s con	sequences,	, and ((3) what w	as done to correct	the fa	ilure;	
											NG. THE VEHICLE /EHICLE WAS A 20(
Include, if availab									اه ما ام م				ETS IF NECESSARY	
The Privacy Act of 197 amendments. You are should take appropriat or a statistical summa	under no te action	o obligation to 1 to correct a sa	respon afety d	nd this questi lefect. If the l	ionnaire. Y NHTSA pro	our res	sponse with a	may be use	d to as	sist the NHT	SA in determining wh	ether a	Manufacturer	

									-	Form App	roved: O.N	M.B. No. 2127-0008	
<i>6</i> 2			D	OT Auto S	afety I	Hotline			FO	R AGENCY USE ON	LY 100)148	
U.S. Department of Transportation		Vehi T	icle	e Owner eport Veh 1-888-D	's Qu nicle Sa	estior fety Def	nnair fects	е	Date Rec	ceived	Repos	itory 🗌	
National Highw Traffic Safety Administration	n			(1-888- ET:www.nl	-327-4 htsa.do	236) ot.gov/h	notline		29-	NOV-2006	Refer 10174	ence No. 4732	
Name		VNER INFOR	MAT	'ION (Type	or Print	:)			Daytime	Telephone Number	E-mail A	Address	
Address													
City MELVIND	ALE			State	MI	Zip Cod	e		Evening	Telephone Number			
<i>Do you authorize i</i> <i>In the absence of</i> Signature of Owne	an auti	to provide a horization, N	t cop HTS	y of this rep A WILL NOT	ort to the provide	e manufa your nan	cturer of ne or add	dress to t	hicle? the vehicle e/] <i>NO</i>		
						CLE INFO				•			
17 digit Vehicle Identi JTHBJ46G372	fication	Number Locate	d at l	pottom of wind	Ishield on o	driver's side	e Make LEXUS	5		Model RX350		1odel Year 2007	
Date Purchase 31-MAY-06	-	MEADE LEX	(US O	nd Telephone DF SOUTHFIE			•			Engine: No: Cylinders <u>6</u>		Fuel Type: Gas	
Original Owner	r	Dealer's City SOUTHFIEL	,				State MI	Zip 480	Code)34				
Transmission Type AUTOMATIC		ntilock Brakes ruise Control		owertrain RONT WHEEL	DRIVE	DRIVE Vehicle Compor 180000 VEHICL				nent Code LE SPEED CONTROL			
		uise concror			Multiple Failure				e: 1				
			_		ED COMI	PONENT (S	5)/PAR1	r(s) inf	ORMATIC	DN			
Incident Date(s) 02-SEP-2006	Failur	re Mileage 4369	Fail	ilure Speed 55									
		ADDIT	ION					REPORT		RE FAILURE	(CED 4)	_,	
Tire Make	DOTM			Tire Model						e Size (Example P2:	15/65K1:	5)	
DOT No. (Example:		(L9ABC036)		Origin	al Equipment Repair Failure Location				1:				
Tire Component Coo	je					·				e Failure Type			
Make:		ADDITION		TEMSIUD		anufacture			Model No	SEAT FAILURE			
Seat Type:						ion Syster			Houer no				
Child Seat Compone	ent Cod	le:		Failed Part:									
				APP Please describe		E INCIDE							
Crash	Fire	es 🗴 No		umber of Per 1			umber of 0			ted to Police Y			
Narrative Descript Please describe (1	tion of I .) event	Incident(S), C ts leading up	to th	he failure, (2)) failure a	and its co	nsequen	ces, and	(3) what w	as done to correct	the failu	ire;	
WHILE TRAVELING MY AUTOMOBILE S SUDDEN UNWANT RESULT OF THE SI BACK, NECK AND	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). WHILE TRAVELING NORTH BOUND AT APPROXIMATELY 55 MPH ON INTERSTATE I-75 / M-59 WITH IN OAKLAND COUNTY / STATE OF MICHIGAN MY AUTOMOBILE SUDDENLY ACCELERATED, AFTER ATTEMPTING TO APPLY THE AUTOMOBILE BRAKES, TO APPROXIMATELY 85 MPH. THIS SUDDEN UNWANTED ACCELERATION CAUSED THE VEHICLE TO CRASH INTO THE HIGHWAY GUARD RAIL AND GO INTO A ROLL OVER. AS A RESULT OF THE SUDDEN ACCELERATION AND ROLL OVER THE VEHICLE WAS DAMAGE BEYOND REPAIR AND I WAS INJURED WITH SERIOUS BACK, NECK AND PELVIC INJURIES. *JB SEE ALSO 10176450 *DSY												
Include, if availabl The Privacy Act of 197 amendments. You are should take appropriat or a statistical summa	4-Public under no te action	Law 93-579 Th o obligation to n to correct a sa	his info respo afety	formation is rec ond this question defect. If the f	quested pr ionnaire. Yo NHTSA pro	ursuant to a our respons ceeds with	authority se may be	used to as	he National ssist the NH	rsA in determining wh	Act and a ther a M	subsequent anufacturer	

											Form App	roved:	O.M.B. No. 2127-0008	
<i></i>			DOT	۲ Auto S	Safety	Hotlin	ie.			FOI	R AGENCY USE ONI	LY 1	.058	
U.S. Department of Transportation		Vehi T	cle C o Rep	Owner ort Veh	r 's Qu nicle Sa	lesti Ifety I	on Defe	naire ects		Date Rec			ository 🗌	
National Highw Traffic Safety Administration	way n		ERNET	1-888-0 (1-888 :www.nl	-327-4 htsa.do	1236) ot.gov		otline		11-	DEC-2006		erence No. 176450	
Name		/NER INFORI	MATIO	N (Type	or Print	t)				Daytime 7	Telephone Number	E <u>-ma</u>	E-mail Address	
Address														
City	MELVINDALE State MI Zip Code							Evening T	Telephone Number					
Do you authorize in In the absence of Signature of Owne	an auth	to provide a horization, N	copy o HTSA V	of this rep WILL NOT	ort to th F provide	ne manu ≩your r	ufact name	furer of you ≥ or addres	ss to th	hicle? he vehicle e/	manufacturer.] <i>NO</i>		
								MATION						
17 digit Vehicle Identi JTHBJ46G372	fication N	Number Locate	d at bott	tom of wind	Jshield on	driver's	side	Make LEXUS			Model ES350		Model Year 2007	
Date Purchase	ed	Dealer's Nan	ne and	Telephone	e Numbei	r					Engine: No: Cylinders		Fuel Type:	
Original Owner	r	Dealer's City						State		Code				
Transmission Type		ntilock Brakes ruise Control	Powe	ertrain		Vehicle Compor 180000 VEHICI				nent Code LE SPEED CONTROL				
						Multiple Failure:				: 1				
					ED COM	PONEN	п(S))/PART(S)) INFC	ORMATIO	N			
Incident Date(s) 02-SEP-2006		re Mileage 4100		e Speed 55										
		ADDIT						WHEN REP	PORT		RE FAILURE			
Tire Make DOT No. (Example:	DOTMA	L9ABC036)	'	Fire Model	nal Equipr)er i			Tire Size (Example P215/65R15)				
Tire Component Cod					Repair			Failure Loo	cation	Tire Failure Type				
		ADDITION	ALITE	MS TO B	ECOMP	LETED	WH	EN REPOR	TING		SEAT FAILURE			
Make:		·			Date Ma					Model No./Name:				
Seat Type:					Installat	tion Sys	stem	:						
Child Seat Compone	ent Coae	e:	Fai	iled Part:			- NEN	T INFORM	ATTO					
				ase describe	e in detail t	the incide	ent(s),	, Failure(s), C	Crash(e	es), and injur				
Crash XYes No		es 🗴 No		ber of Per 1			Nu	mber of Dea	aths		ed to Police Y			
Narrative Descript Please describe (1 i.e, parts repaired	.) event	ts leading up	to the f	failure, (2) failure		cons	sequences,	, and (3) what w	as done to correct	the fa	ilure;	
CAUSED THE VEHI SUFFERED SERIOU UPDATE (FEBRUAR	STATED TO ICLE TO US BACH RY 21, 2	THE VEHICLE CRASH INTO K, NECK AND 2007):	E SUDDE O THE H O PELVIC	ENLY ACCI HIGHWAY C INJURIE SAID THA	ELERATE GUARD F S. *JBC	ED, AFT RAIL AN] VAS TR/	FER A ND C AVEL	ATTEMPTING ONSEQUEN LING ON I-7	G TO A ITLY TI 75 FOR	HE VEHICL	EBRAKES. THE UNW LE ROLLED OVER. T TES AND THE CRUI CLE NOT ONLY NOT	THE CC	ONSUMER	
ACTUALLY ACCELE	ERATED T LANE / ATER DI	D TO WHAT SI AND HIT THE ISMISSED. TC	ihe Beli Guare Dyota :	IEVE WAS D RAIL. TH	6 75-80 M HE VEHIC	1PH. TO CLE ROI) avc Lled	OID CRASH	ING TH TOTA	HE VEHICL	LEE NOT ONLY NOT LES AHEAD, SHE MC WAS CITED BY THE IN FOUND NOTHING	oved f e poli	FROM THE RIGHT CE BUT THE	
Include, if availabl									1				ETS IF NECESSARY	
The Privacy Act of 197 amendments. You are should take appropriat or a statistical summa	under no te action	o obligation to I I to correct a sa	respond afety def	this questi fect. If the l	ionnaire. Y NHTSA pro	our resp ceeds w	ponse	e may be used	d to as:	sist the NHT	SA in determining wh	ether a	Manufacturer	

											Form App	roved:	O.M.B. No. 2127-0008
<u>a</u>			DOT	Auto S	Safety	Hotline	2			FO	R AGENCY USE ONI	LY 1	00148
U.S. Departmen of Transportatio	n	To Report Vehicle Safety Defects 1-888-DASH-2-DOT									eived	Repository	
National Highv Traffic Safety Administration	n		RNET	www.n	-327-4236) htsa.dot.gov/hotline				23-1	MAR-2007	Reference No. 10186045		
Name	ow	NER INFOR	MATIO	N (Туре	or Print	t)				Daytime ⁻	<u> Telepho</u> ne Number	E-ma	il Address
Address													
City HUNTING	GTON BE	EACH		State	CA	Zip Co	ode			Evening 7	Felephone Number		
<i>Do you authorize</i> <i>In the absence of</i> Signature of Owne	an autl	to provide a horization, N	copy o HTSA V	fthisrep VILLNO	oort to th F provide	e manuf your na	factu ame	urer of yo or addres	ss to ti	nicle? he vehicle e/] <i>NO</i>	
					VEHI	CLE INF	ORI	MATION					
17 digit Vehicle Identi JTHBJ46G172	ification I	Number Locate	d at bott	com of wind	dshield on	driver's si	ide	Make LEXUS			Model ES350		Model Year 2007
Date Purchase 26-AUG-06	ed	Dealer's Nar TUSTIN LEX				r					Engine: No: Cylinders <u>6</u>		Fuel Type: Gas
Original Owne	r	Dealer's City TUSTIN	/					State CA	Zip (927	Code 82			
Transmission Type AUTOMATIC		tilock Brakes		ertrain NT WHEEI		Vehicle Compor 181000 VEHICI				nent Code LE SPEED CONTROL:ACCELERATOR PEDAL			
AUTOMATIC	LXI Cri	uise Control	TROP		Multiple Failure:				: 2				
FAILED COMPONENT(S) INFORMATION													
Incident Date(s) 23-MAR-2007	Failur	e Mileage 5650		e Speed 40									
		ADDIT						WHEN RE	PORT		RE FAILURE		
Tire Make			Т	ïre Model	(Name o	r Numbe	er)			Tire	e Size (Example P2:	15/65F	R15)
DOT No. (Example:		L9ABC036)		🔲 Origir 🔲 Prior	nal Equipr Repair	ment		Failure Lo	cation				
Tire Component Co	de									Tire	e Failure Type		
		ADDITION	AL ITE	MS TO B	ECOMP	LETED V	WHE	EN REPOR	TING		SEAT FAILURE		
Make:						nufactu				Model No	./Name:		
Seat Type: Child Seat Compone	ant Cod	۵.	Fai	led Part:	Installat	ion Syst	em:						
			1 01		PLICABL	E INCID	ENT	INFORM	ATIO	N			
	I							Failure(s), (
Crash Yes X No	Fire	es 🗴 No	Num	per of Pei 0		urea	NUN	nber of De 0	atns	кероп	ed to Police N		
Narrative Descript Please describe (1 i.e, parts repaired) event	s leading up	to the f	ailure, (2) failure	and its c	cons	equences,	, and (3) what w	as done to correct	the fa	ilure;
THE GAS PADDLE	ON MY	LEXUS ES350	WAS L	OCKED A N PARK.	ND NOT I THIS WA	S A SEF	RIOL	JS SAFETY			AS PADDLE TO ITS AUSED THE CAR T		
Include, if availabl	le: Police	e/Fire Depart	ment R	eport, Ph	notos, an	d Repair	Inv	oice.		A	TTACH ADDITIONA	L SHE	FTS IF NECESSARY
The Privacy Act of 197 amendments. You are should take appropriat or a statistical summa	4-Public under no te action	Law 93-579 Th obligation to to correct a sa	iis inform respond afety def	ation is re this quest ect. If the	quested p ionnaire. Y NHTSA pro	ursuant to our respo oceeds wit	o aut onse	thority vest may be use	d to as	ne National I sist the NHT	Highway Traffic Safety SA in determining wh	/ Act ai ether a	nd subsequent 1 Manufacturer

										Form App	roved: O.M.B. N	No. 2127-0008
<i>6</i> 3			DO	T Auto S	afetv	Hotline			FO	R AGENCY USE ON	AGENCY USE ONLY 100148	
U.S. Departmen of Transportatio	n	Vehi T	cle	Owner	' 's Qu nicle Sa	estion	naire ects		Date Rec		Repository 🗌	
National Highv Traffic Safety Administration		INTE	RNE	(1-888 T:www.n		236) ot.gov/h	otline		20-	20-APR-2007 Reference No. 10188471		
Name	٥v	VNER INFOR	MATI	ON (Type	or Print	t)			Davtime ⁻	Telephone Number	E-mail Addr	ess
Address												
City FALMOU	ТН			State	ME	Zip Cod			Evening ⁻	Telephone Number		
<i>Do you authorize</i> <i>In the absence of</i> Signature of Own	an aut	to provide a horization, N	copy HTSA	of this rep WILL NOT	oort to th provide	e manufac your nam	turer of yo e or addre	ss to t	hicle? he vehicle e/	manufacturer.	NO	
					VEHI	CLE INFO	RMATION					
17 digit Vehicle Ident JTHBJ46G672	ification	Number Locate	d at bo	ottom of wind	dshield on	driver's side	Make LEXUS			Model ES350	Mode 2007	el Year 7
Date Purchas 11-NOV-06	ed	Dealer's Nar	ne and	d Telephon	e Numbe	r	•			Engine: No: Cylinders 6		Type: as
Original Owne	Original Owner Dealer's City						State	Zip (Code			
Transmission Type AUTOMATIC		ntilock Brakes ruise Control		vertrain)NT WHEEL	DRIVE Vehicle Compor 180000 VEHICI				nent Code LE SPEED CONTROL			
								Multiple Failure: 1				
Incident Date(s)	Failu	re Mileage	Failu	FAIL re Speed	ED COM	PONENT(S)/PART(S	5) INFO	ORMATIO	N		
25-JAN-2007	1 and	2563		90								
		ADDIT					WHEN RE	PORT			_ /	
Tire Make				Tire Model	(Name o	r Number)			Tire	e Size (Example P2)	15/65R15)	
DOT No. (Example: Tire Component Co		AL9ABC036)		Origin Prior	al Equipr Repair	ment	Failure Lo	ocation				
				EMC TO P	E COMP					e Failure Type SEAT FAILURE		
Make:		ADDITION	ALII			anufacture		(TING	Model No			
Seat Type:						tion System				./INdifie:		
Child Seat Compone	ent Coo	de:	Fa	ailed Part:								
			(Pie			E INCIDEN				$r_{V}(i \rho c)$		
Crash XYes No	Fire	res 🗴 No		nber of Per 1			imber of De 0			ed to Police Y		
Narrative Descript Please describe (1	ion of I) even	Incident(S), C ts leading up	to the	failure, (2) failure	and its con	sequences	, and ((3) what w	as done to correct	the failure;	
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). WHILE DRIVING MY NEW LEXUS ES350 ON THE INTERSTATE IN JANUARY 2007, THE CAR SUDDENLY ACCELERATED OUT OF CONTROL. AS I APPLIED THE BRAKE INITIALLY WITH ONE FOOT AND THEN BOTH FEET. I ALSO PUSHED THE IGNITION BUTTON AND TRIED EVERYTHING I COULD THINK OF TO SLOW THE VEHICLE-NOTHING SEEMED TO HELP. THE ENGINE CONTINUED TO POWER THE CAR FORWARD. EVENTUALLY THE CAR RAN OFF THE ROAD INTO A SNOW BANK. LEXUS AND THE DEALER (LEXUS OF PORTLAND MAINE) CLAIMED THEY COULD FIND NO PROBLEM WITH THE CAR. WE ARE HOPEFUL FOR SOME TYPE OF RESOLUTION EITHER FROM LEXUS OR THE DEALER. WE WOULD BE INTERESTED IN HEARING FROM OTHERS WHO HAVE EXPERIENCED SIMILAR PROBLEMS WITH A LEXUS. *JB												
Include, if availab	le: Polic	ce/Fire Depart	ment	<u>Report, Ph</u>	iotos, an	d Repair In	voice.		A	TTACH ADDITIONA	L SHEETS IE	NECESSARY
The Privacy Act of 197 amendments. You are should take appropria or a statistical summa	under n te actioi	o obligation to n to correct a sa	espon fety d	d this questi efect. If the	ionnaire. Y NHTSA pro	our respons	e may be use	ed to as	sist the NHT	SA in determining wh	ether a Manuf	acturer

									-	Form App	roved:	O.M.B. No. 2127-0008
<i>A</i>			D	OT Auto S	afetv	Hotline			FO	R AGENCY USE ON	LY 1	100148
U.S. Departmer of Transportatio		Vehi T	cle	e Owner eport Veh	' 's Qu licle Sa	estio	nnaire _{fects}		Date Rec	eived	Rep	ository 🗌
National High				1-888-E (1-888					02-	MAY-2007	Ref	erence No.
Traffic Safety Administratio		INTI	RN	ET:www.n			hotline				10:	189487
Name	OV	VNER INFOR	MA	FION (Type	or Print	t)			Daytime ⁻	Telephone Number	E-ma	il Address
Address												
City CORON	Ą			State	СА	Zip Coc	e		Evenina ⁻	Telephone Number		
<i>Do you authorize In the absence of</i> Signature of Own	fan au	A to provide a thorization, N	сор НТ 5	oy of this rep A WILL NOT	ort to th provide	e manufa 9 your nar	cturer of y ne or addro	ess to t	hicle? he vehicle e/] <i>NO</i>	
					VEHI	CLE INFO	RMATION	1				
17 digit Vehicle Ident JTHBJ46G272	tification	Number Locate	d at	bottom of wind	lshield on	driver's side	e Make LEXUS			Model ES350		Model Year 2007
Date Purchas 01-SEP-06	ed	Dealer's Nar	ne a	nd Telephone	e Numbe	r				Engine: No: Cylinders		Fuel Type:
Original Owne	er	Dealer's City	,				State		Code			
Transmission Type AUTOMATIC		ntilock Brakes ruise Control	P	owertrain				•	nent Code LE SPEED (
							Multiple	e Failure	e: 1			
	E a ilu	wa Milaana			ED COM	PONENT(S)/PART(S) INF	ORMATIO	N		
Incident Date(s) 21-DEC-2006	Fallu	re Mileage 3000	га	lure Speed 65								
		ADDIT	ION					EPORT		RE FAILURE		
Tire Make				Tire Model	(Name o	or Number)		Tire	e Size (Example P2)	15/65	R15)
DOT No. (Example:	DOTM	AL9ABC036)		Drigin	ial Equipr Repair	ment	Failure L	ocatior	1:			
Tire Component Co	de								Tire	e Failure Type		
		ADDITION	AL	TEMS TO B	Е СОМР	LETED W	HEN REPO	RTING	A CHILD	SEAT FAILURE		
Make:						anufacture			Model No	./Name:		
Seat Type: Child Seat Compon	ent Co	de:		Failed Part:	Installat	tion Syste	m:					
			,									
Crash Yes X No	Fire	res 🗴 No		umber of Per 1			umber of D 0			ed to Police		
Narrative Descript Please describe (1 i.e. parts repaired	L) even	ts leading up	to t	he failure, (2) failure		nsequence	s, and ((3) what w	as done to correct	the fa	ailure;
UNEXPLAINED AC MY 2007 ES350 A CAR DOWN WAS NOT ABLE TO DIA VEHICLE THY FOL	CELER CCELER TO PU GNOSE	ATION / TIMI RATED OUT O T THE CAR IN E THE PROBLE AT THE TIMIN	NG C F CC NEL M.	OVER SEAL ONTROL REA ITRAL. AND T IN APRIL OF OVER TO THI	TO THE E CHING T THEN IT I 2207 I N E ENGINE	HE SPEED BEGAN TO IOTICES M E BLOCK W	OF 95 MIL SLOW DO IY ES350 H/ /AS POORL	WN. I T AD A SM Y SEAL	OOK INTO MALL OIL L ED AND W	E ONLY WAY I WAS TO MY LOCAL DEA INK WHEN THE DEA OULD NEED TO BE ABOUT A WEEK T	ler a Ler I Repai	ND THEY WHERE NSPECTED THE RED. I WAS TOLD
Include, if availab								ctod in t				FTS IF NFCFSSARY
The Privacy Act of 197 amendments. You are should take appropria or a statistical summa	under n te actio	o obligation to n to correct a s	resp afety	ond this questi defect. If the	onnaire. Y NHTSA pro	our respon ceeds with	se may be us	sed to as	sist the NHT	SA in determining wh	ether a	a Manufacturer

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Â			DC	OT Auto S	afetv I	Hotline			FO	R AGENCY USE ONI	Y 1	00148
U.S. Departmen of Transportatio			cle	Owner eport Veh	's Qu	estio			Date Rec	ceived	Repo	ository 🗌
National Highv				1-888-0	DASH-2	2-DÓT			02-	MAY-2007	Refe	erence No.
Traffic Safety	•	INTE		1-888 [.]) T:www.n			notline		02	1.11 2007		.89528
Administration						•						
Name	0W	NER INFOR	MAT	ІОМ (Туре	or Print	t)			Daytime [·]	<u>Telepho</u> ne Number	E-mai	il Address
Address												
City CENTRA	L POIN	ſ		State	OR	Zip Cod	e		Evening	Telephone Number		
Do you authorize In the absence of Signature of Owne	an aut							ss to ti		X YES manufacturer.	0א [
-					VEHI	CLE INFO	RMATION					
17 digit Vehicle Identi	ification	Number Locate	d at b	ottom of wind			-			Model		Model Year
JTHBJ46G272							LEXUS			ES350		2007
Date Purchase 23-JAN-07	-	Dealer's Nar KENDALL LE		id Telephone	e Numbe	r				Engine: No: Cylinders <u>6</u>		Fuel Type: Gas
Original Owne	r	Dealer's City EUGENE					State OR	Zip (974	Code 01			
Transmission Type	X Ar	itilock Brakes	Po	wertrain				•	nent Code			
AUTOMATIC	🗴 Cr	uise Control	FR	ONT WHEEL	DRIVE		Multiple			CONTROL		
				EATLI)/PART(9					
Incident Date(s)	Failu	re Mileage	Failu	ure Speed			3)/ FART(3	5) INC	JKMATIO			
20-APR-2007		2300		40								
		ADDIT	ION	AL ITEMS T	O BE CO	OMPLETE	D WHEN R	EPORT		RE FAILURE		
Tire Make				Tire Model	(Name o	r Number)			Tir	e Size (Example P2:	L5/65R	.15)
DOT No. (Example:	DOTMA	L9ABC036)		Origin	ial Equipr Repair	ment	Failure L	ocation	:			
Tire Component Co	de								Tire Failure Type			
		ADDITION	AL I	TEMS TO B	Е СОМР	LETED W	HEN REPO	RTING	A CHILD	SEAT FAILURE		
Make:						anufacture			Model No	./Name:		
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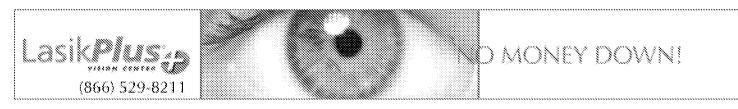
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	YI:
	Regards,
C T T C	Chris Santucci - Assistant Manager Fechnical and Regulatory Affairs Foyota Motor North America, Inc. Dfc (202) 463-6856 Cell (202) 651-1581 Fax (202) 463-8513 mail: Chris_Santucci@tma.toyota.com
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	Chris, Can you please confirm you have received this email and the four PDF attachments? Thanks.
	hank you for your time yesterday, and please thank Kevin also.
Т	here were some questions and actions discussed at the meeting; I documented below what I understood them to e. Please advise if you have items I've missed, or if you have a different understanding.
d o T d a it) Next meeting: Toyota was to provide ODI with a proposed date for the next meeting on this issue, per the iscussion held between Dan Smith and Chris Tinto (which I understand was primarily focused on 1: notification to ther vehicle owners who might be affected by the same/similar issue and 2: next actions, steps towards a solution). Toyota did not think next week was feasible because it did not allow enough time for preparation. ODI agrees that a elayed date would be acceptable if it will help Toyota come to the meeting prepared to discuss specific next steps nd actions; it is ODIs understanding this is Toyota's intent for delaying the meeting. Can you also advise agenda ems Toyota would like to discuss, who from Toyota will attend the meeting, and whether anyone from Japan or the customer Quality Engineering group will be present?
le re) VRTC Survey: Toyota asked about the instruction form that was sent with the VRTC survey. I have a copy of the etter now and will show it to Toyota at the next meeting. You asked if ODI/VRTC could share the full and actual esults of the survey. That request is still being considered; I suggest we make this an agenda item for the upcoming neeting.
V) Illinois Crash Incident: Toyota asked for details/history of the mat installed in the crash incident vehicle (the one nat resulted in an engine fire). I am currently preparing a memo to file on this incident and ODI's inspection of the ehicle conducted in July. The information you requested will be included in this memo which will be publicly vailable at our website under EA07010.
W) VRTC Testing: Toyota asked for additional details, beyond what we discussed, of the testing conducted at VRTC vith a 2006 Toyota Avalon. ODI notes that the testing was considered preliminary and that the test vehicle used was ne subject of another test program that resulted in its destruction; therefore it is unlikely the data will be released by

VRTC, VRTC has since obtained a subject vehicle and plans to do additional testing that will be considered official. suggest we make this additional testing and Toyota's possible involvement in the testing an agenda item for the upcoming or another meeting. 5) Toyota engineering responsibility for accelerator pedal and floor mat designs: ODI requested that Toyota provide certain information regarding engineering/design responsibility and standard practices for the accelerator and floor mat. Specifically: a) identify the engineering group(s) responsible for accelerator pedal and floor mat designs; i) if different engineering groups have design responsibility for each, describe how the two groups interact together to ensure the combined design functions properly; b) state what the design requirements are for the accelerator pedal relative to the floor mats including minimum clearances or other physical specifications; c) state what conditions or requirements are placed on the pedal and mat designs regarding how the pedal and mat interact with each other: d) state whether Toyota has a standard practice or engineering standard to test for accelerator pedal interference when the floor mat is unsecured and/or out of position; e) identify who within Toyota ultimately has final engineering approval/sign-off on the combined design of the accelerator pedal and floor mat 6) Brake Assist for VIN 4T1BK36BX6U COLI requested that Toyota advise if this vehicle is equipped with Brake Assist. 7) VOQs for Lexus IS: ODI agreed to provide copies of VOQs for Lexus IS products that may have experienced a problem with floor mat interference. I have attached the two VOQs. Bill Collins was able to speak with one of the complainants and inspect their vehicle (10171756). I am still trying to get in touch with the other complainant. 8) VINs for persons advising they didn't get the ES floor mat notification: ODI agreed to provide this detail. I am still working on this and will try to have further information for the upcoming meeting. 9) Article for Camry fatal accident: ODI agreed to provide a copy of the article we discussed – attached. 10) Article for CVPI throttle control software development: ODI agreed to provide a copy of the article we discussed attached. 11) New item regarding investigation scope: ODI wants to advise Toyota that it is considering expanding the scope of EA07010 to include some of the other models and model years of vehicles that may be affected by a floor mat interference concern, such as those we discussed at the meeting. If this were to happen, ODI would issue a new resume reflecting the products added to the investigation, the reports and injuries associated with them, and the reason they have been added. ODI would also add these products to the ODI database making them searchable for web users. Additionally the new resume would probably contain some graphical information (photos or drawings) to better convey the concern under investigation and its possible consequence. ODI plans to advise Toyota further prior to taking this action and allowing for some advanced notice. Feel free to contact me if you have questions or need to discuss anything. Regards. Scott

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

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Published: August 27, 2007 12:00 am

Ford testing software to control police cruisers

By Paul Leighton, Staff writer Salem News

View as a multiple pages

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

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

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

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

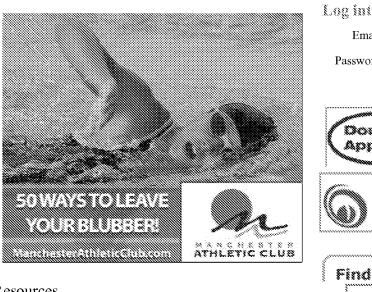
woman last January. Patrolman Stuart Merry has been charged with negligent vehicular homicide in that crash.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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Ford testing software to control police cruisers - SalemNews.com, Salem, MA

Mechanical failure blamed in fatal car crash

FAMILY SAYS MAN ACCUSED IN WRECK UNABLE TO STOP By Leslie Griffy Mercury News Article Launched: 08/08/2007 01:33:09 AM PDT

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

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

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

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

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

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

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

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

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

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

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

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To: [-] <boyle@dbmslaw.com>;<tscherschel@salawus.com>.</tscherschel@salawus.com></boyle@dbmslaw.com>
Cc: [-] <bill.collins@dot.gov>;<csantucci@tma.toyota.com>. Bcc: [-] .</csantucci@tma.toyota.com></bill.collins@dot.gov>
Subject: RE: Helfand Vehicle Inspection (VOQ 10189655).
Mark, Tom,
Attached is the memo to file regarding the interview and vehicle inspection. This document is in the process of being posted to the NHTSA public website under defect investigation EA07010 and VOQ 10189655 therefore you are free to share it. Please advise any further questions.
Regards,
Scott
202-366-0139
202-300-0139
From: Yon, Scott <nhtsa> Sent: Tuesday, July 31, 2007 8:28 AM</nhtsa>
To: 'Mark Boyle'; TScherschel@salawus.com Cc: Collins, Bill <nhtsa></nhtsa>
Subject: RE: Helfand Vehicle Inspection (VOQ 10189655)
Mark, Tom
Bad weather kept us on the runway for a couple of hours at O'Hare, but I never go through Chicagoexpecting
anything less than.
I will be doing a memo regarding the Helfand vehicle inspection. It will be posted to our web site and publicly available by searching for Defect Investigation PE07016 at:
http://www-odi.nhtsa.dot.gov
Once the summary page for the investigation appears there is a gray butten at the bettem labeled (Desument
Once the summary page for the investigation appears there is a gray button at the bottom labeled 'Document

4.
Search' that will take you to links to related documents. That's where the memo will appear once completed. It will probably take 3 or 4 weeks to complete, but there is already a 5/3/2007 memo posted from an earlier inspection; this is what the memo will look like and contain, if you want to look.
Thanks for your help and cooperation with the vehicle inspection.
Scott
From: Mark Boyle [mailto:boyle@DBMSLAW.COM] Sent: Friday, July 27, 2007 1:00 PM To: Yon, Scott <nhtsa> Subject: Helfand Vehicle Inspection (VOQ 10189655)</nhtsa>
Scott:
It was a pleasure meeting you and Bill at the vehicle inspection on Wednesday. I hope your return trip was uneventful.
Just a note to follow up on the possiblility of receiving copies of the memo and select photos relating to your inspection of the Mathematical States 2007 Lexus ES 350 (VIN JTHBJ46G072 10000) . I'm happy to pay any related costs. Also, if the Agency requires a more formal request, I can forward a letter or FOIA request as well. Just let me know. I appreciate any help. I can also pass on any information or material to Tom Scherschel. Thanks. Mark Boyle



U.S. Department of Transportation

Memorandum

National Highway Traffic Safety Administration

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

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

To: Files ODI 10189655 and EA07-010

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

ODI conducted a telephone interview with the owners (wife and husband) of the subject vehicle on May 7th and 8th, 2007. The primary driver was a 70 year old female, 5' 5" tall, and considering herself in good physical condition. According to her statements, on April 4th, 2007 she was driving northbound on Edens Expressway¹ in the Mundelein, IL area at about 60 MPH and noted that the vehicle speed was increasing for an unknown reason. She applied the brakes repeatedly but was unable to get the vehicle to go any slower than about 60 MPH. In a panicked state, she stated she did not attempt to turn off the engine² or to shift the vehicle into another gear. Unable to slow or stop the vehicle for some distance, she recalled having to steer around slower moving traffic on the expressway to avoid a collision.

She decided to exit the expressway at Dundee Road heading west. Noting her excessive vehicle speed, she was surprised she negotiated the clover-loop style exit ramp successfully³. Shortly after entering Dundee Road she came to the intersection with Skokie Boulevard which is controlled by a traffic light. A pick-up truck was stopped at the traffic light behind another vehicle. She was unable to maneuver past the truck and crashed into the back of it pushing it into the vehicle in front of it. She estimates her speed at impact was 60 MPH and noted that the airbags did deploy; a vehicle fire ensued shortly after the collision.

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

³ The subject vehicle is equipped with a vehicle stability control system that may have intervened.



¹ According to her statements, she entered the expressway at the Old Orchard Road interchange.

² She stated she was fearful of the affect pressing the engine button would have on the vehicle while it was moving.

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

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

The vehicle inspection was conducted on 7/25/2007 at a Copart facility located in Elgin, IL and was attended by the persons listed above. The attorney for the insurance company coordinated the manufacturer's involvement and attendance; he also filed court documents to advise interested parties of the inspection⁴. The inspection consisted of a physical examination of the vehicle interior, exterior, engine compartment, LHF/LHR brake components, and the underside of the vehicle. No electronic interrogation of any vehicle system was performed. With the exception of the components removed for brake inspection, the driver side floor mat, and materials adrift from collision damaged, no other components were removed or disturbed. Disturbed components were placed back in their original position, or as close as possible. NHTSA did not take possession of any vehicle components or other materials. Copies of pertinent photographs taken during the vehicle inspection are included with this report.

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

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

⁴ ODI provided an inspection protocol for this purpose.



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

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

The vehicle interior condition is consistent with the estimated vehicle mileage. All weather mats are installed at all four seating positions. The driver side all weather mat was found to be installed by itself; it was not on top of another floor mat. The installed mat was found to be unsecured by the retention hooks; the mat did not interfere with the accelerator pedal in the position it was originally inspected. The mat was removed from the vehicle. The two retention hooks were found engaged in the flooring material after the mat was removed⁵. The hooks were intact and did not appear to be damaged from the collision. See photos 11 to 16.

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



Photographic Log:

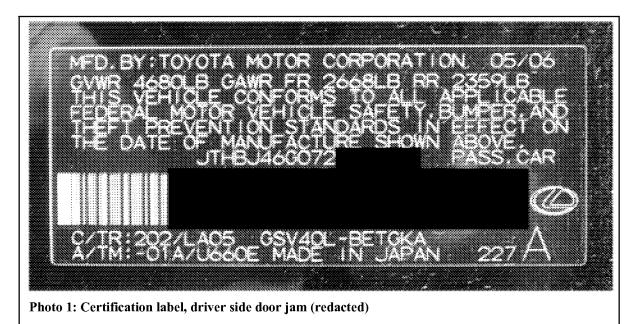
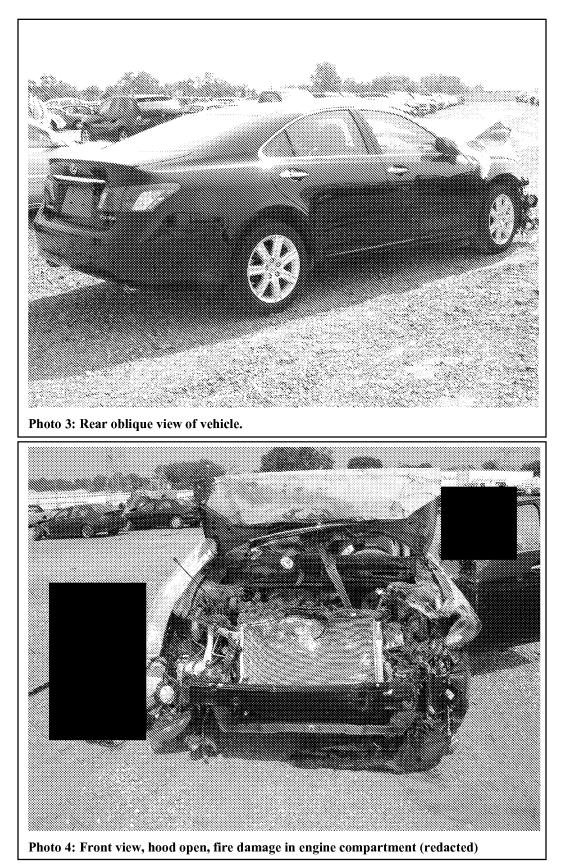




Photo 2: Front oblique view of vehicle showing collision and fire damage







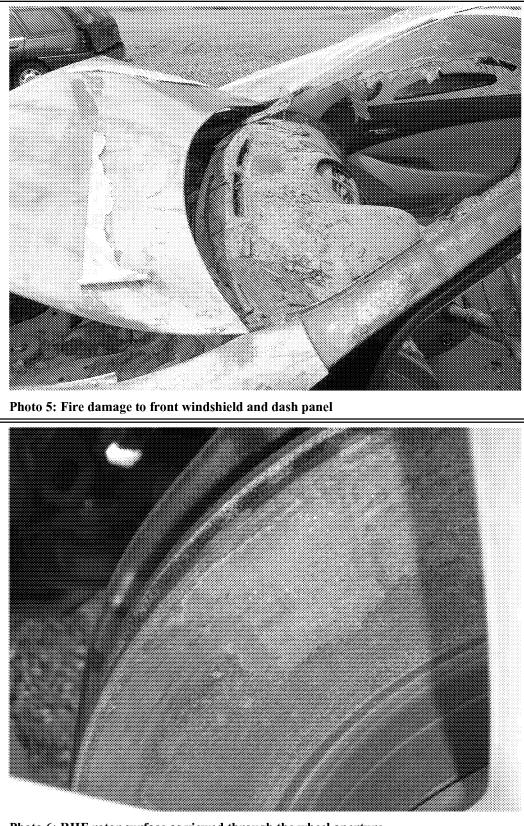


Photo 6: RHF rotor surface as viewed through the wheel aperture



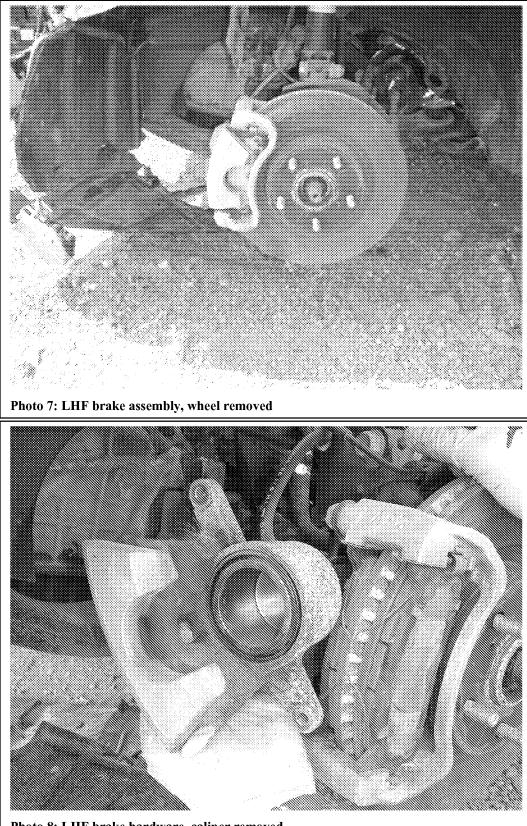
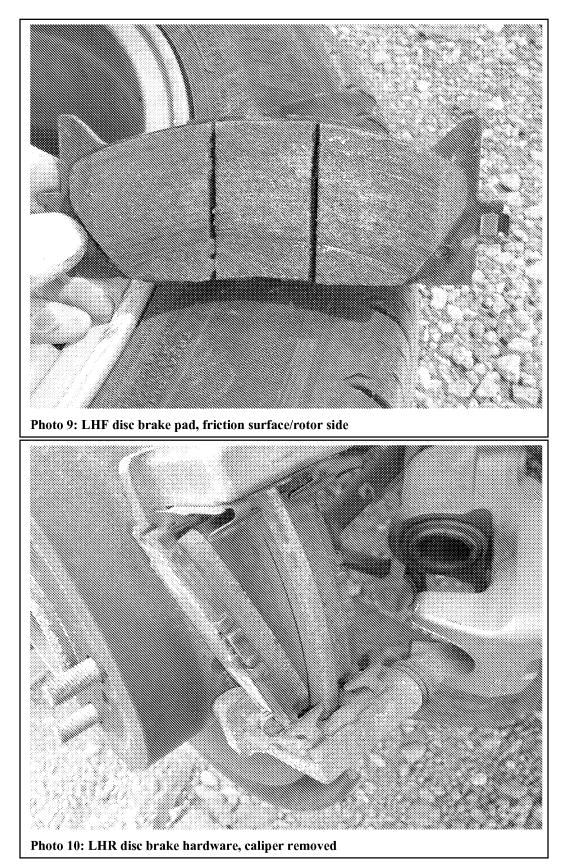
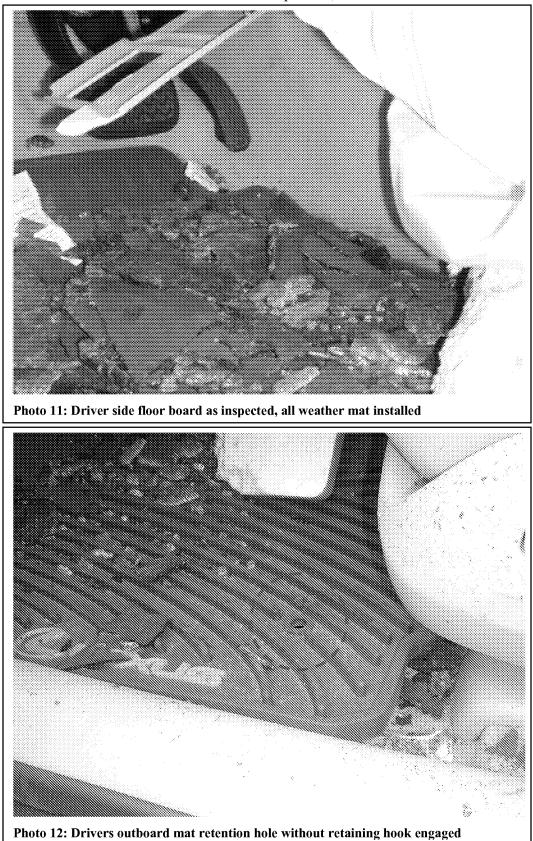


Photo 8: LHF brake hardware, caliper removed

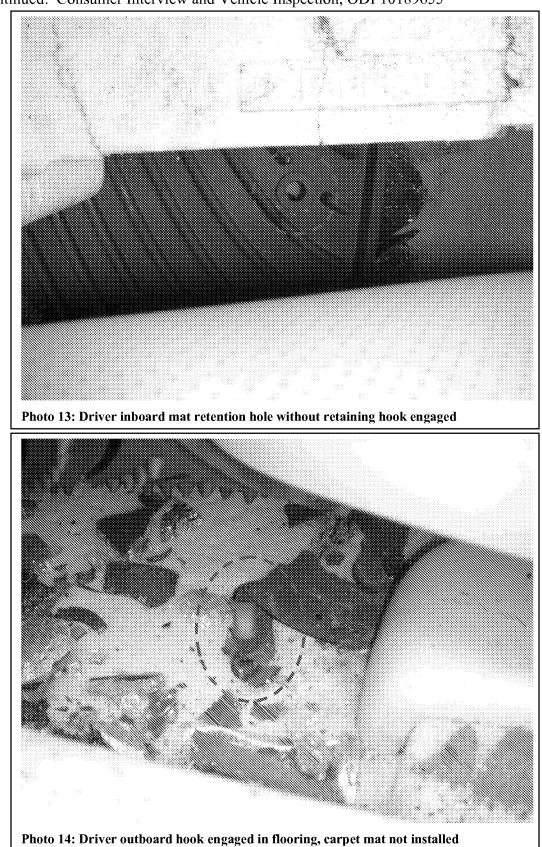




People Saving People http://www.nhtsa.dot.gov

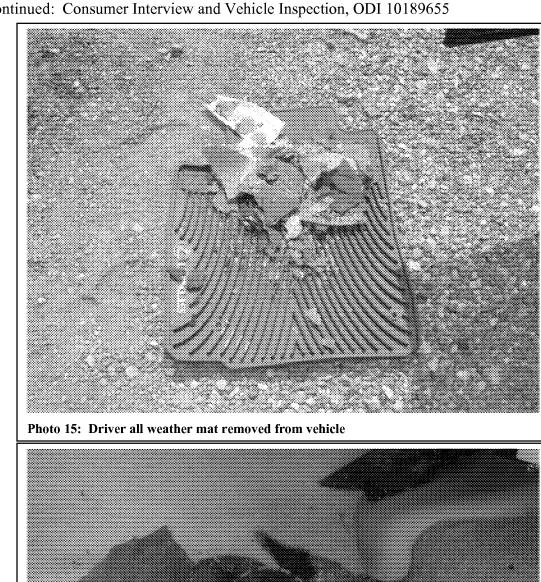


People Saving People http://www.nhtsa.dot.gov



Continued: Consumer Interview and Vehicle Inspection, ODI 10189655





Continued: Consumer Interview and Vehicle Inspection, ODI 10189655



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



WSMV.com

Feds To Inspect Pickup Trucks After I-Team Investigation

Drivers Say Vehicle Has Unexplained Acceleration Problems

Reported by Jeremy Finley

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



Feds To Inspect Pickup Trucks After I-Team Investigation - Print This Story News Story - WSMV Nash... Page 2 of 2

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

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

Clarence Ditlow heads the center for Auto Safety in Washington.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Related Link:

Complaints Regarding Toyota Tacomas (pdf)

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WSMV.com

I-Team: Drivers Report Additional Problems With Toyota Tacoma

Drivers Say Truck Will 'Lurch' Forward While Stopped

Reported by Jeremy Finley

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

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

Section 2012 Provide the Section Additional Problems With Toyota Tacoma

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

But is sudden acceleration causing the complaints with the Tacomas?

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

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

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

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

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

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

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

Previous Stories:

- October 8, 2007: Feds To Inspect Pickup Trucks After I-Team Investigation
- Complaints Regarding Toyota Tacomas (pdf)

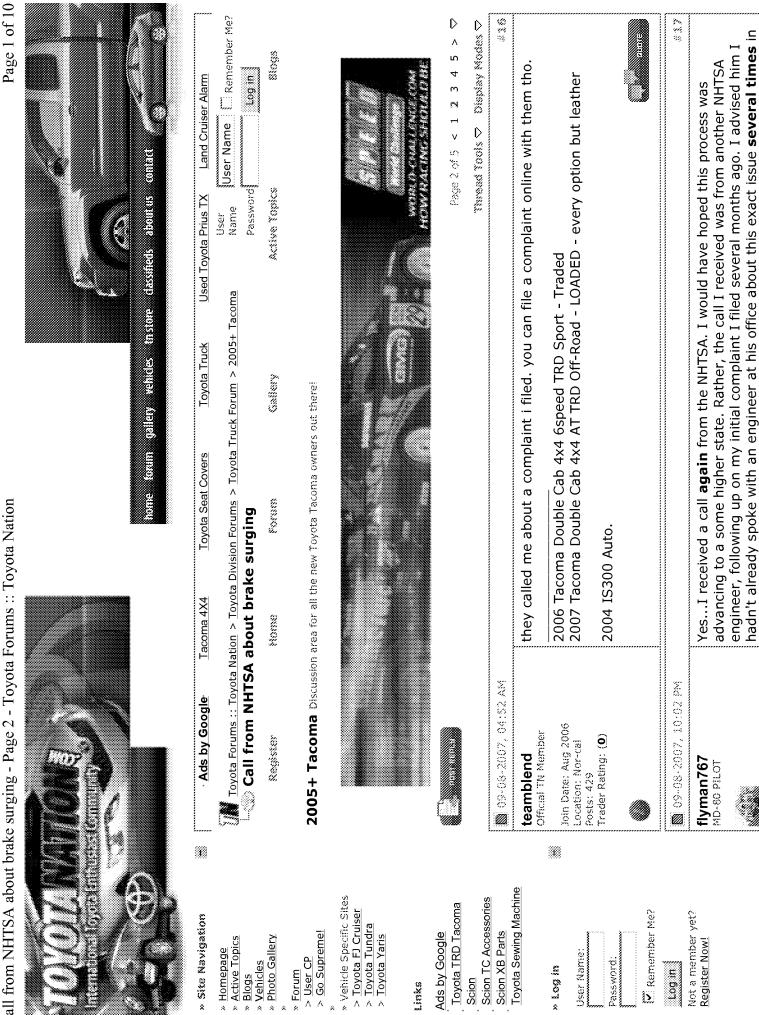
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the last 4-6 months. He advised he was not aware anyone from his office had down any leg

Call from NHTSA about brake surging - Page 2 - Toyota Forums :: Toyota Nation



http://www.toyotanation.com/forum/showthread.php?t=209055&page=2

The issue is not related to the backs of the A/C solenoid, rather, I believe, I's directly related to the transmissions extremely may head pressure and/or torque converter. The provent mean mean mean mean mean mean mean mean
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Ads by Google		I get it, and mine happens when the AC compressor kicks in, the rpm's come up and drive the truck forward a bit is my take on it.
		any way to get ahold of these guys, or do they call you?
Dolich Care		2007 TBD OEE-DOAD Auto VSC Truvodo Lobro Soft Cover Stainlass
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Ultimate Detailing	۲	
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Half The Time!	hankthecowtruck Alis volat propis*	Yeah, my 07 does it too. My foot could be to the floor on the hrake it still does it It's rather strange 'Only other car I ever
Autopia-CarCare.com		after I get 1k miles on the truck or so. I'm feeling a little trepidation
	Join Date: Sep 2007 Location: The Ville, KY	about all the weird sh*t goin' on with this truck. It steers manaically and then this surging thing. Good lord. I love the truck but WTF it
	Posts: 30 Trader Rating: (0)	already needs the rear end TSB, it steers like crap and it surges. *sigh* This is not a good feeling.
		GEAUX SAINTS!!!
Advertise on this site		
		[07 Taco Radiant Red 4x4 DC SR52+TRD/OR]
Ebay Auctions		
TO		
	📓 09-09-2007, 07:02 AM	\$7\$
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0240	Join Date: Jul 2005	Originally Posted by hankthecowtruck
	http://www.tovotanation.com/forum/showthread.php?t=209055&page=2	10055&mage=2

Current Bid: \$24.99 Iccation: Maine posts: 568 Current Bid: \$24.99 Trader Rating: (1) Toyota Race Jacket Outerwear Jacket Outerwear Outood Dash Trim Jacket Outer Outerwear Outood Dash Trim Jacket Outerwear Outood Dash Trim Jacket Outerwear Jacket Outoof Outer Plilar Jacket Outerwear Jacket Plilar Jacket Outoof Outer Plilar Jacket Plilar Jacket Plilar Jacket Plilar Jacket Cot 2006 Jacket Plilar Jacket Cot 2006 Jacket Plilar Jacket Plilar Jacket Plilar Jacket Plilar Jacket Plilar Jacket Plilar	Location: Maine Posts: 568 Trader Rating: (1) (0) (0) (0) (0) (0) (0) (0) (0) (0) (0	Yeah, my 07 does it too. My foot could be to the floor on the brake, it still does it. It's rather strange. Only other car I even to be made, it still does it. It's rather strange. Only other car I even to be made as a ford windstar which had BAD tranny problems. It mopunt this doesn't go on long and mapped it's goan chill out after I get. It miles on the truck or so. I'm freeling a little trepidation about all the weird sh*t goin' on with hits truck. It steers manatcally about all the weird sh*t goin' on with hits truck. It steers manatcally alter address the rear and TSB, it steers like cap and it surges. *sigh* This is not a good feeling. Ite and the same thing for awhile, then calmed down. I had an 05 with B3,000 miles and trun very nice@ Just give some time and miles. Finds don't left friends listen to crapp unsic Ite and the same thing for awhile, then calmed down. I had an 05 with B3,000 miles and trun very nice@ Just give some time and miles. Field aften the strange friend. Ite and the same thing for awhile, then calmed down. I had an 05 with B3,000 miles and trun very nice@ Just give some time and miles. Field aften the struck after the crap and it surges. Ite and the same time and miles. Annot the thin the struck intervence the struck with the struck intervence the struck at the s
	۲	Upgrade Exhaust - New Bilstien 5100's - Bed Lights.
	09-69-2007, 03:30 PM	1 *21
	Janster Official TN Member	I've got an 07 Auto and I don't know what kinda of surging you guys are describing It's an auto and there are soooooooo many different inputs/sensors that feed the computer

Location: Landisville, PA Posts: 447 Trader Rating: (0)	with data which is translated and fed back to the engine that'll control all sorts of things (rpm's, shiftings, yadda yadda).
	Perhaps Toyota needs to look at the computer programming and come up with a 'computer flash' that'll correct most of these surging problems?? I highly doubt its anything mechanical or tranmission related.
	It's pretty normal if you ask me
	All my children
۲	

🔯 03-09-2007, 06:03 PM	*33
TRDTaylor New TN User Join Date: Jul 2007 Location: Los Angeles Posts: 21 Trader Rating: (0)	I've had this "surging" and dont see it as a problembut rather a quirk. Typically it happens when I come to a red light and wait there for a minute. From what I know about the truck it feels like the truck's computer is reving the engine a little bit to compensate for something else going on. For example if you turn your steering wheel while in neutral, you'll notice the RPMs jump a bit. Since this truck is drive by wire the computer is in complete control of the throttle and is constantly making minor adjustments. I don't know much about the brake system but the RPMs and brakes may somehow be related in the comptercomplete
	So unless you're right on someone's ass I don't see how this could be problemmaticannoying yes. However if you get more than a slight bunp it might be something to worry about.
	2006 TRD Access Cab Prerunner
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🔯 09+10+2007, 12:06 PM	来来 1997年1997年1997年1997年1997年1997年1997年1997
WilsonTheDog	Quote:
The Dawg	Originally Posted by TRDTaylor So unless you're right on someone's ass I don't see how this could be problemmaticannoying yes. However if you get more than a slight bunp it might be something to worry about.
Join Date: Jul 2007 Location: Murrells Inlet SC	While I generally agree with you, I don't make monthly payments on new vehicles only to have to tolerate "annoying quirks".
Posts: 263 Trader Rating: (0)	Eric 2007 Toyota Tacoma PreRunner SR5 V6 DC/SB
۲	

🔯 09-10-2007, 12:56 PM	
TRDTaylor New TN User Join Date: Jul 2007 Location: Los Angeles Posts: 21 Trader Rating: (0)	Well I have never been on a forum that didnt have people complaining about some annoying quirk their car/truck has and the Taco is absolutely no exception. I don't think you can find a vehicle that doesnt have something that some group of people out there isn't going to gripe about. Personally I don't find this issue annoying and have yet to find something on my Taco that does annoy meso as far as I am concerned this vehicle is free of annoyances.
	The car is a love affair. You find that person you love and you learn to live with their little quirks. If that fatefull day comes when you can no longer tolerate those quirks then there is a whole sea of new options to choose from.
	Last edited by TRDTaylor : 09-10-2007 at 12:57 PM.
MG 09-10-2007, 01-08 PM	
Lou czar	I posted this statement in another post.
	My 06 had done the exact same thing. It would happen about 1 out of 5 times. And it almost felt like you got bumped from behind. I spoke to the dealer and they said it was the the Torque converter releasing that causes the surge.
Join Date: Aug 2007 Location: NB, TX	I thought it was crappy that it did it, but I always made sure to give myself enough room.
Posts: 169 Trader Rating: (<u>0</u>)	any yes, a new vehicle you are paying money for should not have quirks
	08 Radiant Red, DC, SB 4x4 6SP TRD Sport, Leather Int 265/70/17 Yokohama Geolander AT-S Opinions are like ButtholesEveryone 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?
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📓 69-10-2007, 01:42 PM	09-10-2007, 01:42 PM
teamblend Official TN Member	Quote:
Join Date: Aug 2006 Location: Nor-cal Posts: 429 Trader Rating: (<u>0</u>)	Originally Posted by TRDTaylor The car is a love affair. You find that person you love and you learn to live with their little quirks. If that fatefull day comes when you can no longer tolerate those quirks then there is a whole sea of new options to choose from.

http://www.toyotanation.com/forum/showthread.php?t=209055&page=2

10/11/2007

	lol, well stated
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📓 09+10-2007, 01:55 PM	<u> </u>
briangp	Quote:
'07 DC LB TRD Sport	Originally Posted by TRDTaylor Well I have never been on a forum that didnt have people complaining about some annoying quirk their car/truck has and the Taco is absolutely no exception. I don't
Join Date: Apr 2007 Location: Cape Cod Posts: 188 Trader Rating: (0)	think you can find a vehicle that doesnt have something that some group of people out there isn't going to gripe about. Personally I don't find this issue annoying and have yet to find something on my Taco that does annoy meso as far as I am concerned this vehicle is free of annoyances.
	The car is a love affair. You find that person you love and you learn to live with their little quirks. If that fatefull day comes when you can no longer tolerate those quirks then there is a whole sea of new options to choose from.
	I have this 'quirk' too, and I can survive with it. It wouldn't be the end of the world, just bugs me in heavy traffic. HOWEVER could you live with THIS quirk? It honestly scares me because my wife drives the truck more than I do, and I don't want to have to worry about her like I do now that I found this information: http://www.toyotanation.com/forum/shd.php?t=209274
	stop by and give a read if you haven't already
	200 / 444 / Th Sport / Radiant Red / Double Cab
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09-10-2007, 02:30 PM	#28
TRDTaylor New TN User	I saw that the other daythats not a quirk thats a lawsuit.

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Call from NHTSA about brake surging - Page 2 - Toyota Forums :: Toyota Nation



	\$20.90 95 Toyota nner Mirrors					8		Last Post	08-20-2007 02:56 PM	03-18-2006 02:28 AM	07-16-2005 04:39 AM	12-22-2004 02:24 AM	12-16-2004 07:08 AM			Contact Us - Toyots Nation - Archive - Top		
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Toyota Forums :: Toyota Nation > Toyota Division	Current Bid: \$25.00 93 94 95 96 97 Toyota Corolla Power Mirror Left Lh	Ads by AuctionAds		Posting Rules	You may not post new threads You may not post replies You may not post attachments You may not edit your posts	۳Ö	Similar Threads	Thread	Rear Drum Brakes	STRANGE Camry Brake Problem, Plz help!!!	Are these good rotors to get?	some blonde jokes	94 v6le ABS and brake trouble	Powered by	All times are GMT		Pol Copyright ©2001 Page generated in	
																TN v4		

10/11/2007

From: <gregory.magno@dot.gov>. Sent:10/16/2007 12:31 P Fo: [-] <csantucci@tma.toyota.com>.</csantucci@tma.toyota.com></gregory.magno@dot.gov>
Cc: [-] <ajit.alkondon@dot.gov>.</ajit.alkondon@dot.gov>
ubject: Tacoma VOQs.
Chris,
Please find attached a spreadsheet summarizing the relevant VOQs we have on this. Green records contain personal identifiers. The red ones do not. Also attached are images of the "green" VOQs.
We look forward to Toyota's technical analysis of this matter.
Best regards,
Greg
Gregory E. Magno
Chief, Defects Assessment Division
Office of Defects Investigation
USDOT/NHTSA NVS-211
Voice: (202) 366-5226
Fax: (202) 366-1767
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					VEHI	CLE INFO	RMATION					
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Crash Yes X No	Fire	′es 🗴 No		mber of Per 0			mber of De			ed to Police		
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WHEN STOPPED A HAVE THE BRAKES INJURIES (YET), E ALSO, THE TRUCK SHOULDN'T DO TH	AT IDLE S FIRMI BUT IT'I (WILL HIS. CONCE	ENGINE SPEELY APPLIED, 1 LL SURE GET SOMETIMES A ERN WITH ME	ED, MY THE TR YOUR A ACCEL	Y 2007 TOY RUCK WILL ATTENTION ERATE A B	OTA TAC STILL MC N WHEN I IT WHEN)ve a litt It happen You have	LE BIT. I'V S.□ E TAKEN YC	e dam)ur fo	AGED PER: OT OFF O	URGE / LUNGE SUD SONAL PROPERTY I F THE GAS. NOTH: E FOR FEAR IT MAY	BECAU ING DF	ISE OF IT. NO RASTIC, BUT IT
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TOY-RQ-00024123

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10202837	τογοτα	ТАСОМА	2007	3TMJU62N07M			9/12/2007 20:13
40000000	TOYOTA		0007				
10202283	ΤΟΥΟΙΑ	TACOMA	2007	5TELU42N67Z			9/8/2007 0:00
10201655	ΤΟΥΟΤΑ	TACOMA	2007	5TELU42N67Z			9/1/2007 0:00
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10198196	ΤΟΥΟΤΑ	ТАСОМА	2007	х		•	8/1/2007 0:00
10197535	τογοτα	тасома	2007	5TEUU42N07Z			7/26/2007 0:00
10196327	τογοτά	ТАСОМА	2007	5TETU62N67Z			7/13/2007 21:10
				5TELU42N7XXXXXX			
10195294	ΤΟΥΟΤΑ	ТАСОМА	2007	Х			7/4/2007 0:00
10192866	τογοτα	ТАСОМА	2007	5TEUU42N25Z			6/10/2007 21:21
10101171	τονοτα	ТАСОМА	2007	5TETX22N07Z			5/18/2007 0:00
			2007				3/10/2007 0.00
10188746	ΤΟΥΟΤΑ	TACOMA	2007				4/24/2007 0:00
10187884	ΤΟΥΟΤΑ	ТАСОМА	2007	3TMJU62NX7M			4/15/2007 0:00

		-						

WHEN STOPPED AT IDLE ENGINE SPEED, MY 2007 TOYOTA TACOMA DBL CAB PRERUNNER V6 WILL SURGE / LUNGE SUDDENLY. ALTHOUGH I HAVE THE BRAKES FIRMLY APPLIED, THE TRUCK WILL STILL MOVE A LITTLE BIT. I'VE DAMAGED PERSONAL PROPERTY BECAUSE OF IT. NO INJURIES (YET

NUMEROUS OCCASIONS WHERE MY 2007 TOYOTA TACOMA WILL LURCH FORWARD WHEN AT A STOP LIGHT. AUTOMATIC TRANSMISSION, AND ON THE BRAKE. FEELS AS IF I HAVE BEEN TAPPED BY SOMEONE BEHIND ME. IT HAS NEVER RESULTED IN AN ACCIDENT, BUT I WILL NOT LET MY WIFE DRIV

OVER A PERIOD OF SEVERAL MONTHS AFTER PURCHASING A NEW 2007 TOYOTA TACOMA, I EXPERIENCED FIVE INCIDENTS OF BRAKE/ACCELERATION PROBLEMS FINALLY RESULTING IN A CRASH. FIRST INCIDENT: STOPPED AT A TRAFFIC LIGHT WITH MY FOOT ON THE BRAKE, THE TRUCK LUNGED FO

TRUCK "SURGES" FORWARD WHEN AT A COMPLETE STOP. TRUCK ALSO EXHIBITS VIBRATION IN THE DRIVETRAIN AT LOW SPEEDS/

THIS IS CONSTANT AND RECURRING SINCE I BOUGHT MY VEHICLE. lacksquare

2007 TOYOTA TACOMA DOUBLE CAB. *JB

TL*THE CONTACT OWNS A 2007 TOYOTA TACOMA. WHILE DRIVING 4 MPH, THE CONTACT DEPRESSED THE BRAKE PEDAL, BUT THE VEHICLE SURGED FORWARD. THE VEHICLE CRASHED INTO A GATE. THE DEALER WAS UNABLE TO DUPLICATE THE FAILURE. THE CURRENT MILEAGE WAS 2,407 AND FA

TRUCK LURCHES FORWARD WHEN A/C CONPRESSOR ENGAGES WHILE STOPPED. IT IS SO SEVERE THAT THE TRUCK MOVES FORWARD AND CREATES A POTENTIAL RISK FOR AN ACCIDENT

MY TRUCK A 2007 TOYOTA TACOMA DOUBLE CAB, LURKS FORWARD A BIT WHEN AIR CONDITIONING (A/C)IS ON. THIS HAPPENS WHEN AT STOP EVEN WITH FOOT ON THE BRAKE. I SUSPECT THIS OCCURS WHEN A/C COMPRESSOR KICKS IN AS IT RECYCLES. COUPLE OF TIMES EITHER I ALMOST BUM

MAY 30, I WAS PULLING INTO A PARKING SPACE AT KIEWIT MIDDLE SCHOOL WITH MY TACOMA. WHILE I WAS APPROXIMATELY 5-10 FEET FROM THE CAR IN FRONT THE ENGINE BEGIN RACING. MY FOOT WAS NOT ON THE ACCELERATOR, IT WAS FIRMLY ON THE BRAKE. THE ENGINE CONTINUED R

TL*THE CONTACT OWNS A 2007 TOYOTA TACOMA. WHILE DRIVING DOWNHILL AT 60 MPH WITH THE CRUISE CONTROL ACTIVATED, THE VEHICLE WENT INTO OVERDRIVE AND ACCELERATED FORWARD WITHOUT WARNING. THE VEHICLE'S RPM ACCELERATED FROM TWO TO MORE THAN FIVE WITHIN SECOND

2007 TOYOTA TACOMA DOUBLE CAB OFFROAD 4X4 . VEHICLE SURGES (RPM INCREASES 200-300 RPM)WHEN IN GEAR AT A STOP. DOESN'T MATTER IF AC IS ON OR OFF. THIS HAS CAUSED NUMEROUS NEAR ACCIDENTS WITH VEHICLES IN FRONT OF ME, MY GARAGE DOOR AND THE WORK BENCH IN

I BOUGHT A 07 TOYOTA TACOMA DOUBLE CAB WITH AUTOMATIC TRANSMISSION IN FEBRUARY. I HAVE NOTICED ON MULTIPLE OCCASIONS THAT WHILE SITTING STOPPED,A/C OFF, RIGHT FOOT ON BRAKE, THE TRUCK SUDDENLY SURGED AGAINST THE BRAKES. I THINK IF I HAD NOT HAD FIRM PRESS

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10182412	ΤΟΥΟΤΑ	ТАСОМА	2007	5TEUU42N57Z		2/12/2007 0:00
10182045	τονοτά	ТАСОМА	2007	5TELU42N47Z		2/8/2007 0:00
10102040			2007			2/0/2007 0.00
10181486	ΤΟΥΟΤΑ	ТАСОМА	2007	5TELU42N17Z		2/3/2007 0:00
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10180652	ΤΟΥΟΤΑ	ТАСОМА	2007	x		1/24/2007 0:00

THIS IS NOT A FAILURE, BUT SOMETHING I SEE AS A SAFETY ISSUE.. WHEN I AM STOPPING AT A STOP LIGHT/ STOP SIGN AND AM IN DRIV WITH THE AIR CONDITIONER (A/C) ON THE TRUCK WILL SURGE FORWARD AND I HAVE TO PUSH THE BRAKES DOWN HARDER. THIS ONLY HAPPENS WHEN

VEHICLE HAS A EXTREME HIGH IDLE AND OR HIGH TRANSMISSION HEAD PRESSURE. VEHICLE ONLY INDICATES APPROX 600-700 IDLE RPM'S WARM, HOWEVER; WHEN LETTING OFF THE GAS VEHICLE WANTS TO LURCH AND TAKE OFF. VERY UNEASY IN STOP AND GO TRAFFIC, FEELS LIKE DRIVER IS

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 WAS HAVING PROBLEMS WITH THE 2007 TOYOTA TACOMA, THE THROTTLE STICKS WHILE DRIVING AND TRYING TO STOP. THE TRUCK WILL NOT STOP, IT ACCELERATED AT ALL TIMES UNEXPECTEDLY. HE TOOK THE VEHICLE TO THE DEALER AND THEY TOLD HIM THAT THE

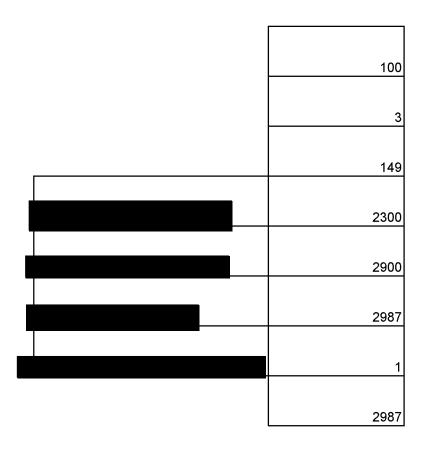
I WAS DRIVING DOWN HILL ALONG ABOUT 50 KM/H. I NOTICED STOP LIGHTS AND CARS SPINNING AND SLIDING EVERYWHERE. I GENTLY TOOK MY FOOT OFF THE THROTTLE TO START ENGINE BRAKING AND AS USUAL NOTHING HAPPENS IMMEDIATELY. WORSE, TRUCK STARTED TO ACCELERATE BECAUS

I WAS STOPPED WAITING FOR ONCOMING TRAFFIC AT RT. 136 WEST NEWTON PA. WITH MY FOOT ON THE BRAKE THE TRUCK ACCELERATED SO HARD THE BRAKE WOULD NOT HOLD IT EVEN WITH FULL PRESSURE APPLIED. THE ONCOMING CAR MISSED ME BY INCHES. AFTER TRYING TO GET TOYOTA TO

AT HIGHWAY SPEEDS, THE THROTTLE STICKS OPEN CAUSING THE ENGINE TO CONTINUE AT HIGH RPM AND THE VEHICLE WON'T SLOW DOWN.∟

IN HEAVY TRAFFIC, THERE IS GREAT SAFETY PROBLEM. *NM

AT A FULL STOP AT AN INTERSECTION THE TRUCK ACCELERATED BY ITSELF HARD ENOUGH THE BRAKE WOULD NOT HOLD IT. PUSHING THE TRUCK ONTO THE ROAD WITH ONCOMING TRAFFIC. THE CAR MISSED ME. PLEASE DO NOT QUESTION MY ABILITY TO PUSH ON THE BRAKE AND NOT THE GAS A



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Crash Yes X No	Fire	_	mber of Per				mber of Dea		Report	ed to Police N		
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should take appropriat	e under no obligation to te action to correct a sa ary thereof, may be use	afety de	efect. If the	NHTSA pro	oceeds	with a						

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<i>Do you authorize</i> <i>In the absence of</i> Signature of Owne	an auti	to provide a horization, N	cop HTS	y of this rep A WILL NOT	ort to th provide	e manu 9 your n	ifaci ame	urer of you e or addres	s to t	nicle? he vehicle e/] <i>NO</i>	
-					VEH]	CLE IN	FOR	MATION	-				
17 digit Vehicle Identi	fication	Number Locate	ed at l	bottom of wind	dshield on	driver's	side	Make			Model		Model Year
5TELU42N47Z								ΤΟΥΟΤΑ			ТАСОМА		2007
Date Purchase 03-NOV-06	-	REGENCY T	OYO	nd Telephone TA	e Numbe	r		-	_		Engine: No: Cylinders <u>6</u>		Fuel Type: Gas
Original Owne	r	Dealer's City BURNABY,		ADA				State 00	Zip (Code			
Transmission Type MANUAL		itilock Brakes		wertrain WHEEL DRIV	/F			Vehicle C 980000 C	-	nent Code			
MANOAL		uise Control	т 		L.			Multiple F	ailure	: 1			
				FAIL	ED COM	PONEN	T(S))/PART(S)) INFC	ORMATIO	N		
Incident Date(s) 03-JAN-2007	Failur	e Mileage 2900	Fai	lure Speed 50									
		ADDIT	ION					WHEN REI	PORT		RE FAILURE		
Tire Make				Tire Model	(Name c	r Numb	er)			Tin	e Size (Example P2)	15/65F	R15)
DOT No. (Example:		L9ABC036)		Origin	nal Equipi Repair	ment		Failure Lo	cation	:			
Tire Component Coo	de										e Failure Type		
		ADDITION	ALI	TEMS TO B					TING		SEAT FAILURE		
Make: Seat Type:					Date Ma					Model No	./Name:		
Child Seat Compone	ent Cod	e:		Failed Part:	Installa	LIOH SYS	tem						
					PLICABL	E INCI	DEN	T INFORM	ATIO	N			
Crash	Fire		_	Please describe umber of Per		_		, <i>Failure(s), C</i> mber of Dea			<i>ry (ies).)</i> ed to Police		
Yes X No Narrative Descript							NU			Report	N		
Please describe (1 i.e, parts repaired) event	s leading up	to tł	1e failure, (2) failure	and its	con	sequences,	and (3) what w	as done to correct	the fa	ilure;
MY FOOT OFF THE	E THRO	TTLE TO STA	RT E	NGINE BRAK	(ING AND	D AS US	UAL	NOTHING H	HAPPE	INS IMMED	ND SLIDING EVER DIATELY. WORSE, T EL (MY COMPLAINT	FRUCK	
IGNORED TWICE) TURN.□	. THIS I	IS NOT EXAC	TLY /	A PLACE WH	ERE YOL	J CAN P	USH	THE BRAKE	ES EVE	EN WITH A	BS BECAUSE IT AL	SO IS	AN OFF SLOPE
THE RPM HANG I A	AM NOT L OF M	DECELERAT	ING	AT ALL! SUD	DENLY T	HE ECU	FIN	ALLY DECI	DES TO) CLOSE T	DL. COMBINED WIT HE THROTTLE (FUI ENCE AND GOOD L	EL CUT	OFF). AT THIS
THE NON-LINEAR	THROT ONLY <	10% OF ALL	TRU	CKS HAVE M	ANUALT	RANSM	ISSI	ONS TOYO	TA DO	ESN'T WA	NT TO HEAR ABOL	IT IT.C	
Include, if availabl												L SHE	FTS IF NECESSARY
The Privacy Act of 197 amendments. You are should take appropriat or a statistical summa	4-Public under no e action	Law 93-579 The obligation to to correct a second	is inf respo afety	ormation is re and this questi defect. If the	quested p ionnaire. Y NHTSA pro	oursuant 'our resp oceeds w	to au onse	thority vest may be use	d to as	he National sist the NHT	Highway Traffic Safety SA in determining wh	y Act ai ether a	nd subsequent Manufacturer

									-	Form App	roved:	O.M.B. No. 2127-0008
e de la companya de l			D	OT Auto S	Safety	Hotline			FO	R AGENCY USE ON	LY 1	.00148
U.S. Departmen of Transportatio			cle	e Owner Report Veh 1-888-I	r 's Qu nicle Sa	lestion			Date Rec	reived	Repo	ository 🗌
National Highv Traffic Safety Administration	-	INTI	ERN	1-888-1 (1-888 IET:www.n	-327-4	1236)	otline		12-	FEB-2007		erence No. 182412
	OV	VNER INFOR	MA.	TION (Type	or Prin	t)			Davtime ⁻	Telephone Number	F-ma	il Address
Name Address												
City DELAND				State	FL	Zip Cod	e		Evening ⁻	Telephone Number		
Do you authorize In the absence of Signature of Owne	an aut							ess to t		X YES manufacturer.	0א [
-					VEH]	ICLE INFO	RMATIO					
17 digit Vehicle Identi 5TEUU42N57Z	ification	Number Locate	ed at	bottom of wind	dshield on	driver's side	Make TOYOTA	A		Model TACOMA		Model Year 2007
Date Purchase 06-JAN-07	ed			and Telephon TA 386-734-2		•			Engine: No: Cylinders <u>6</u>		Fuel Type: Gas	
Original Owne	r	Dealer's City DELAND	/				State FL	327				
Transmission Type MANUAL		ntilock Brakes ruise Control		owertrain WHEEL DRIV	/E				nent Code LE SPEED (CONTROL:ACCELEF	RATOR	PEDAL
					Multiple	e Failure	e: 3					
				FAIL	ED COM	PONENT(S	· 5)/PART(S) INFO	ORMATIO	N		
Incident Date(s) 03-FEB-2007	Failu	re Mileage 2300	Fa	ilure Speed 5								
Tire Make		ADDIT	101				WHEN R	EPORT		RE FAILURE) 1 5)
DOT No. (Example:	DOTM	AL9ABC036)		🗖 Origin	nal Equip	or Number) ment	Failure	ocation		e Size (Example P2:	13/03	(15)
Tire Component Co	de			Prior	Repair		1 dilare			e Failure Type		
		ADDITION	AL	ITEMS TO B	ECOMP	LETED WI	HEN REPC	RTING	A CHILD	SEAT FAILURE		
Make:						anufacture			Model No	./Name:		
Seat Type: Child Seat Compone	ent Cor	1e•		Failed Part:	Installa	tion Syster	n:					
Child Scat Compone						E INCIDE				ru(ioc))		
Crash	Fire		_	lumber of Per	rsons Ini		umber of E 0			ed to Police		
Yes X No Narrative Descript Please describe (1	ion of :) even	Incident(S), C ts leading up	to t	he failure, (2	jury(ies) 2) failure). and its cor	_	s, and (N as done to correct	the fa	ilure;
	CT WA	S HAVING PR	DBLI	EMS WITH T	, HE 2007					ICKS WHILE DRIVI		
STOP. THE TRUCH HIM THAT THE CO THROUGH THAT P	k Will Mpute Roces St Las Ilure Clain	NOT STOP, I ER WAS LEAF SS. IT WAS T ST WEEK HE W MILEAGE WE 1ED IT WAS N	T AC RNIN AKE VAS RE	CCELERATED NG HOW TO D IN TO THE DE IN THE PARK 2300 MILES. ³	AT ALL DRIVE, TI ALER FC (ING LOT *AK	TIMES UNE HAT THE F/ OR REPAIRS DRIVING /	XPECTEDL AILURE WA AT LEAS AT 5 MPH A	Y. HE TO AS NOR T THREE	OOK THE RMAL, AND E TIMES, A	VEHICLE TO THE D THAT ALL TOYOTA ND THEY COULD N ACCELERATED UN	EALER VEHI OT FIN	R AND THEY TOLD CLES WENT ND THE CAUSE OF
Include, if availabl	Do Doli	ce/Fire Donad	mo	nt Renart Dh	ntos an	d Repair Tr	woice		• •			
The Privacy Act of 197 amendments. You are should take appropriat or a statistical summa	4-Public under n te actio	c Law 93-579 Th to obligation to n to correct a s	is in resp afety	formation is re ond this questi y defect. If the	quested p ionnaire. Y NHTSA pro	oursuant to a Your respons oceeds with	uthority ve e may be u	sed to as	he National sist the NHT	Highway Traffic Safety SA in determining wh	/ Act ar ether a	Manufacturer

								_	Form App	roved:	O.M.B. No. 2127-0008
<i>•</i>		DOT	Auto S	afety I	Hotline			FO	R AGENCY USE ONI	_Y 1	00148
U.S. Departmen of Transportatio	•	icle O)wner ort Veh	' <mark>s Qu</mark> icle Sa	estior	nnaire fects		Date Rec	eived	Rep	ository 🗌
National Highv Traffic Safety Administration	INT		L-888-D (1-888- :www.nl	-327-4		notline		19-	FEB-2007		erence No. 182950
	OWNER INFOR	MATIO	N (Туре	or Print	t)			Daytime T	Telephone Number	E-ma	il Address
Name Address								,		-	
City POLAND			State	ОН	Zip Cod	e		Evening 1	Felephone Number		
	NHTSA to provide a an authorization, N er						sstot.		X YES manufacturer. ∕] <i>NO</i>	
				VEHI	CLE INFO	RMATION					
17 digit Vehicle Identi 5TETU62N572	ification Number Locato	ed at bott	om of wind	lshield on	driver's side	e Make TOYOTA			Model TACOMA		Model Year 2007
Date Purchase 15-DEC-06	ed Dealer's Na	me and T	Felephone	e Number	r				Engine: No: Cylinders <u>6</u>		Fuel Type: Gas
Original Owne	<u> </u>	, T				State		Code			
Transmission Type AUTOMATIC	Antilock Brakes		rtrain WHEEL D	ORIVE			•	nent Code R TRAIN:A	UTOMATIC TRANS	MISSI	ON
					Multiple F	ailure	: 20				
		<u>.</u>	FAILE	ED COMI	PONENT(· 5)/PART(S)) INFO	ORMATIO	N		
Incident Date(s) 15-DEC-2006	Failure Mileage 3	Failure	Speed								
	ADDI						PORT		RE FAILURE		
Tire Make		Ti	ire Model	(Name o	r Number)			Tire	e Size (Example P21	L5/65F	R15)
DOT No. (Example: Tire Component Cod			🔲 Origina 🔲 Prior F	al Equipr Repair	ment	Failure Lo	cation	:			
Thre Component Co									e Failure Type		
Malia	ADDITIO	AL ITE					TING		SEAT FAILURE		
Make: Seat Type:					nufacture ion Syster			Model No.	./Name:		
Child Seat Compone	ent Code:	Fail	ed Part:	Inscalat							
		(D)				NT INFORM					
Crash Yes X No	Fire	-	se describe per of Pers 0			<u>s), <i>Failure(s), (</i></u> umber of De 0		Report	ed to Police N		
Narrative Descript Please describe (1	ion of Incident(S),) events leading up or replaced (and if	to the fa	ailure, (2)) failure	and its co	nsequences,	, and ((3) what w	as done to correct	the fa	ilure;
VEHICLE HAS A EX WARM, HOWEVER LIKE DRIVER IS AN THIS WAS ALSO V	TREME HIGH IDLE A WHEN LETTING O BOUT TO LOSS CON ERIFIED BY TESTIN	AND OR FF THE C TROL AN G 2 OTH	HIGH TRA GAS VEHI ND STRIKE IER LIKE V	ANSMISS CLE WAN E THE VE /EHICLES	NTS TO LU HICLE AH 5(07/V6/Al	RCH AND TA EAD. TOOK ⁻ JTOMATIC) [;]	KE OF	FF. VERY U	INEASY IN STOP AN ADVISED THIS IS A	ND GO A NOR	TRAFFIC, FEELS MAL CONDITION.
Include, if availabl The Privacy Act of 197 amendments. You are should take appropriat or a statistical summa	under no obligation to te action to correct a s	his inform respond t afety defe	ation is req this questic ect. If the N	quested p onnaire. Y NHTSA pro	ursuant to a our respons	authority vest se may be use	d to as	he National I sist the NHT	Highway Traffic Safety SA in determining wh	/ Act ai ether a	Manufacturer

										Form App	roved:	O.M.B. No. 2127-0008
<i>6</i>)		D	OT Auto S	afety	Hotlin	e.			FO	R AGENCY USE ONI	LY 1	00148
U.S. Departmen of Transportatio	-	icle	e Owner eport Veh 1-888-I	' <mark>'s Qu</mark> nicle Sa	esti fety	on Defe	naire ects		Date Rec	eived	Rep	ository 🗌
National Highv Traffic Safety Administration	, TNT	ERN	(1-888 ET:www.n	-327-4	236)		otline		13-	APR-2007		erence No. 187789
Name	OWNER INFOR	MAT	i ION (Type	or Print	t)				Davtime ⁻	Telephone Number	E-ma	il Address
Address												
City ELK GRO	VE		State	СА	Zip (Code			Evening 1	Felephone Number		
<i>Do you authorize</i> <i>In the absence of</i> Signature of Owne	NHTSA to provide an authorization, l er	a cop IHTS	y of this rep A WILL NOT	oort to th Fprovide	e man 9 your 1	ufaci name	urer of you or address	s to tl	nicle? he vehicle e/] <i>NO</i>	
				VEHI		NFOR	MATION					
17 digit Vehicle Identi	fication Number Locat	ed at l	bottom of wind	dshield on	driver's	side	Make TOYOTA			Model TACOMA		Model Year 2007
Date Purchase			nd Telephone	e Numbe	r					Engine: No: Cylinders <u>6</u>		Fuel Type: Gas
Original Owne	<u> </u>	T					State		Code			
Transmission Type AUTOMATIC	Antilock Brakes		owertrain WHEEL DRIV	/E			Vehicle Co 180000 VI					
							Multiple Fa	ailure	: 5			
		<u> </u>	FAIL	ED COM	PONEN	п(S))/PART(S)	INFC	ORMATIO	N		
Incident Date(s) 12-APR-2007	Failure Mileage 100	Fai	lure Speed 0									
	ADDI	ΓΙΟΝ					WHEN REP	ORT				
Tire Make			Tire Model	-		per)			Tire	e Size (Example P2:	15/65	R15)
DOT No. (Example: Tire Component Cod	,		Origin Origin Prior	nal Equipr Repair	ment		Failure Loc	ation	:			
										e Failure Type		
Make:	ADDITIO		TEMS TO B	Date Ma				ING	Model No	SEAT FAILURE		
Seat Type:				Installat					Model No	./ndme:		
Child Seat Compone	ent Code:		Failed Part:	1.10.00.00								
							T INFORMA			<i>и</i>		
Crash	Fire		<u>Please describe</u> umber of Per 0	rsons Iniu			, <i>Failure(s), C.</i> mber of Dea 0			ry (<i>ies).)</i> ed to Police N		
Narrative Descript Please describe (1) events leading up	o to tl	n(es), and In he failure, (2	jury(ies)) failure	and its	con	-	and (3) what w		the fa	ilure;
WITH THE AIR CO HAPPENS WHEN T	ILURE, BUT SOMET NDITIONER (A/C)	HING ON T SEE	I SEE AS A S HE TRUCK W MS TO COME	SAFETY I /ILL SURG	GE FOR HE INC	RWAF	RD AND I HA	VE TO	O PUSH TH	TOP LIGHT/ STOP S IE BRAKES DOWN H I THE COMPRESSO	HARDE	ER. THIS ONLY
Tabuda Stavette			+ Donest Di		d D = = = =	in T-r	(aica					
Include, if availabl The Privacy Act of 197 amendments. You are should take appropriat or a statistical summa	under no obligation to te action to correct a s	his inf respo safety	ormation is re ond this questi defect. If the l	quested p ionnaire. Y NHTSA pro	ursuant 'our res oceeds v	: to ai ponse	uthority veste e may be used	l to as	ne National I sist the NHT	Highway Traffic Safety SA in determining wh	/ Act ai ether a	Manufacturer

											Form App	roved:	O.M.B. No. 2127-0008
<i></i>			D	OT Auto S	afety	Hotline				FOI	R AGENCY USE ONI	LY 1	100148
U.S. Departmer of Transportation		Vehi T	icle	e Owner eport Veh	r 's Qu nicle Sa	l estio Ifety De	n	naire ects		Date Rec	eived	Rep	ository 🗌
National High	way			1-888-D (1-888-						15-/	APR-2007	Ref	ference No.
Traffic Safety Administratio	on			ET:www.nl	htsa.do	ot.gov/	/ho	otline				10:	187884
Name	00	WNER INFOR	MAT	ION (Type	or Print	t)				Daytime 1	Telephone Number	E-ma	il Address
Address									—				
City TAHLEQ	UAH			State	ОК	Zip Co	de			Evening T	Felephone Number		
<i>Do you authorize</i> <i>In the absence of</i> Signature of Own	f an aut	1 to provide a thorization, N	cop HTS,	y of this rep A WILL NOT	ort to th provide	ie manufa 9 your na	acti ime	urer of you or address	s to th	hicle? he vehicle e/] <i>NO</i>	
							_	MATION					
17 digit Vehicle Iden 3TMJU62NX7M	tification	Number Locate	d at b	ottom of wind	Ishield on	driver's sid	de	Make TOYOTA			Model TACOMA		Model Year 2007
Date Purchas 21-FEB-07	sed	Dealer's Nar	ne ar	nd Telephone	e Number	r					Engine: No: Cylinders <u>6</u>		Fuel Type: Gas
Original Owne	≥r	Dealer's City						State		Code			
Transmission Type AUTOMATIC		antilock Brakes Cruise Control		owertrain EAR WHEEL [DRIVE					nent Code R TRAIN:A	UTOMATIC TRANS	MISSI	ON
			I _					Multiple Fa	ailure	: 1		_	
	<u></u>				ED COM	PONENT((S)	/PART(S)	INFC	ORMATIO	N		
Incident Date(s) 14-APR-2007	Failu	ure Mileage	Failu	lure Speed 0									
		ADDIT						WHEN REP	ORT		RE FAILURE		
Tire Make DOT No. (Example:		14194BC036)	\dashv		nal Equipr		r)				e Size (Example P21	15/05	(15)
Tire Component Co				Prior F	Repair			Failure Loc	ation				
``					FCOMP		И		TING		e Failure Type SEAT FAILURE		
Make:						anufactur				Model No.			
Seat Type:					Installat	tion Syste	em:						
Child Seat Compon	ent Coo	de:	F	Failed Part:			FN	T INFORM	4 T T O	N			
				Please describe	e in detail t	the incident	nt(s),	Failure(s), C	Crash(e	s), and injur			
Crash Yes X No				umber of Per			Nur	mber of Dea	iths		ed to Police N		
	1) even	nts leading up	to th	1e failure, (2)	2) failure a	and its co	ons	equences,	and (3) what w	as done to correct	the fa	ilure;
THAT WHILE SIT	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). I BOUGHT A 07 TOYOTA TACOMA DOUBLE CAB WITH AUTOMATIC TRANSMISSION IN FEBRUARY. I HAVE NOTICED ON MULTIPLE OCCASIONS THAT WHILE SITTING STOPPED,A/C OFF, RIGHT FOOT ON BRAKE, THE TRUCK SUDDENLY SURGED AGAINST THE BRAKES. I THINK IF I HAD NOT HAD FIRM PRESSURE ON THE BRAKE PEDAL THE TRUCK WOULD HAVE ACTUALLY MOVED FORWARD. I BECAME AWARE OF OTHER TACOMA OWNERS EXPERIENCING THIS ON THE INTERNET TOYOTA FORUMS. THE INCIDENT DATE BELOW IS JUST THE LAST TIME IT HAPPENED. *AK												
Include, if availab													FTS IF NFCFSSARY
amendments. You are	e under n ate actio	no obligation to i on to correct a sa	respo afety (ond this questi defect. If the I	ionnaire. Y NHTSA pro	our respor ceeds witl	nse	may be used	d to as:	sist the NHT	Highway Traffic Safety SA in determining wh itigation against a ma	ether a	a Manufacturer

									•	Form App	roved:	O.M.B. No. 2127-0008
<i>i</i>			D	OT Auto S	afetv	Hotline			FO	R AGENCY USE ON	LY 1	.00148
U.S. Departmen of Transportatio		Vehi T	cle	eport Veh 1-888-D	' <mark>'s Qu</mark> icle Sa	estion	nnaire fects	9	Date Rec	ceived	Rep	ository 🗌
National Highv Traffic Safety Administration		INTE	RN	(1-888-L (1-888- ET:www.nl	-327-4	236)	notline		24-	APR-2007		erence No. 188746
	OM	NER INFOR	MAT	ION (Type	or Prin	t)			Davtime '	Telephone Number	F-ma	il Address
Name										relephone number		in Address
Address City BURNSV	[LLE			State	MN	Zip Cod	e		Evening	Telephone Number		
Do you authorize In the absence of Signature of Own	an aut							iress to t		Manufacturer.	0א [
					VEHI	CLE INFO	RMATIO		-	<u> </u>		
17 digit Vehicle Ident	ification	Number Locate	d at l	oottom of wind						Model TACOMA		Model Year 2007
Date Purchase 09-OCT-06	ed	Dealer's Nan	ne ar	nd Telephone	e Numbe	r				Engine: No: Cylinders <u>6</u>		Fuel Type: Gas
Original Owne	r	Dealer's City					State	Zip	Code			
Transmission Type AUTOMATIC	ntilock Brakes ruise Control		wertrain WHEEL DRIV	E				nent Code R TRAIN				
					ole Failure							
	E - ile		F = 1		ED COM	PONENT(5)/PAR1	(S) INF	ORMATIC)N		
Incident Date(s) 01-NOV-2006	Fallu	re Mileage	Fai	ure Speed								
		ADDIT	ION					REPORT		RE FAILURE		
Tire Make DOT No. (Example:	DOTM	AL9ABC036)			(Name o al Equipr					e Size (Example P2	15/65F	(15)
Tire Component Co				Prior F	Repair		Failure	e Locatior		e Failure Type		
		ADDITION	ALI	TEMS TO B	Е СОМР	LETED W	HEN REP	ORTING		SEAT FAILURE		
Make:					Date Ma	anufacture	d:		Model No	./Name:		
Seat Type:					Installat	tion Syste	n:					
Child Seat Compone	ent Coc	le:				EINCIDE				<i>«</i>		
Crash	Fire			<i>Please describe</i> umber of Pers			s), <i>Failure(</i> umber of			ted to Police		
Yes X No	ion of I	Incident(S), C	rash	(es), and Inj	jury(ies)).	0			N		
i.e, parts repaired	or repl	aced (and if o	ld pa	art is availab	, ble).		•	•	()	as done to correct		•
MATTER IF AC IS WORK BENCH IN I CAUSED ME TO SI STUTTER SHIFT B VIBRATION OCCU BRAKING OR NOT SPEEDS 40 MPH O IT. THE DEALER V THE PROBLEMS.	ON OR MY GAR IDE TH ETWEE RS WH . THE R SLOV NAS M/ ALSO,	OFF. THIS H RAGE. VEHICI IROUGH STOF N 1ST AND 2N IEN ACCELERA VEHICLE FEEL WER. IT IS A ADE AWARE O THE ORIGINA	AS C LE ID SIG ND. ' ATIN S LII SAF DF TI L EQ	CAUSED NUM DLES EXTREM INS. VEHICLE VEHICLE HAS G, DRIVING A KE IT IS ENG ETY HAZARD HESE ISSUES UIPMENT TIF	IEROUS IELY FAS E IDLES S A VERY AT A CO INE BRA O ON ICY S AND TE RES ARE	NEAR ACC T (1500 R ROUGH, E NOTICEA NSTANT S KING WHE ROADS. ST DROVE TERRIBLE	IDENTS \ PM) WHE OESN'T N BLE VIBR PEED OR N LETTIN ALL THES THE VEF IN SNO\	NITH VEI N COLD ' (ATTER) ATION A DECELE IG UP ON E PROBL IICLE. T	HICLES IN WHICH IS IF AC IS OI T SPEEDS RATING. T I THE ACCE EMS BEGA	PM)WHEN IN GEAR FRONT OF ME, MY DANGEROUS ON SL N OR OFF. VEHICL BETWEEN 15 AND 7 THE VIBRATION OC ELERATOR. THIS IS N AFTER THE VEHIC SAID THEY COULD	GARAG IPPER E HAS 25 MPH CURS 6 MOS CLE HA	GE DOOR AND THE Y ROADS AND HAS A HARSH H. THIS WHETHER T NOTICEABLE AT AD 500 MILES ON
Include, if availab The Privacy Act of 197 amendments. You are should take appropriat or a statistical summa	4-Public under n te actior	Law 93-579 Th o obligation to n n to correct a sa	is info respo ifety	ormation is rec and this question defect. If the I	quested p onnaire. Y NHTSA pro	oursuant to Your respon	authority v se may be	used to as	he National ssist the NHT	Highway Traffic Safety FSA in determining wh	y Act ai ether a	Manufacturer

									-	Form App	roved:	O.M.B. No. 2127-0008
<i>6</i> 2		DC	OT Auto S	afety I	Hotli	ne			FO	R AGENCY USE ONI	LY 1	00148
U.S. Departmen of Transportatio	n 1	icle	Owner eport Veh 1-888-I	' <mark>'s Qu</mark> nicle Sa	lest Ifety	ion Defe	naire _{ects}		Date Rec	eived	Rep	ository 🗌
National Highv Traffic Safety Administratio	, INT	ERNE	(1-888 T:www.n	-327-4	236))	otline		18-	MAY-2007		erence No. 191171
Name	OWNER INFOR	MAT	ION (Type	or Print	t)				Daytime ⁻	Telephone Number	E-ma	il Address
Address										·		
City EXCELLO)		State	МО	Zip	Code			Evening ⁻	Telephone Number		
Do you authorize In the absence of Signature of Owne	NHTSA to provide an authorization, I er	a copy IHTSA	y of this rep A WILL NOT	oort to th Fprovide	ne mar e your	nufaci namo	turer of you e or addres	s to t	hicle? he vehicle e/		0 [
				VEHI	ICLE I	NFOR	MATION					
17 digit Vehicle Identi 5TETX22N07Z	ification Number Locat	ed at b	ottom of wind	dshield on	driver	s side	Make TOYOTA			Model TACOMA		Model Year 2007
Date Purchase 27-FEB-07	ed Dealer's Na	me an	d Telephon	e Numbe	r					Engine: No: Cylinders <u>4</u>		Fuel Type: Gas
Original Owne	r Dealer's Cit	у 1					State		Code			
Transmission Type AUTOMATIC	Antilock Brakes		wertrain AR WHEEL I	DRIVE				•	nent Code LE SPEED (CONTROL:CRUISE	CONT	ROL
							Multiple F	ailure	: 1			
			FAIL	ED COM	PONE	NT(S)/PART(S)	INFO	ORMATIO	N		
Incident Date(s) 30-APR-2007	Failure Mileage 1900	Failu	ure Speed 60									
	ADDI						WHEN REF	PORT				
Tire Make			Tire Model	(Name o	r Num	nber)				e Size (Example P2:	15/651	(15)
DOT No. (Example:			☐ Origir ☐ Prior	nal Equipr Repair	ment		Failure Loo	cation	:			
Tire Component Co	de								Tire	e Failure Type		
	ADDITIO	AL I	TEMS TO B					TING		SEAT FAILURE		
Make: Seat Type:				Date Ma					Model No	./Name:		
Child Seat Compone	ent Code:	F	ailed Part:	Installat	tion Sy	/stem						
				PLICABL	E INC	IDEN	T INFORM	ATIO	N			
Crash	Fire		lease describe mber of Per				, <i>Failure(s), C</i> mber of Dea			r <u>y (ies).)</u> :ed to Police		
·		110	0		area		0	20110	Report	N		
Please describe (1	ion of Incident(S),) events leading up or replaced (and if	to th	e failure, (2) failure). and it	s con	sequences,	and ((3) what w	as done to correct	the fa	ilure;
VEHICLE WENT IN	OWNS A 2007 TOY ITO OVERDRIVE AN WITHIN SECONDS. 1,900.	D ACC	ELERATED	FORWAR	RD WI	THOU	T WARNING	G. TH	E VEHICLE	S RPM ACCELERAT	red ff	ROM TWO TO
Include, if availabl	le: Police/Fire Depai	tment	: Report, Ph	iotos, an	d Rep	air In	voice.		A	TTACH ADDITIONA	LSHE	FTS IF NECESSARY
The Privacy Act of 197 amendments. You are should take appropriat or a statistical summa	under no obligation to te action to correct a s	respo afety o	nd this questi defect. If the	ionnaire. Y NHTSA pro	our res	sponse with a	e may be used	d to as	sist the NHT	SA in determining wh	ether a	Manufacturer

									-	Form App	roved: O	.M.B. No. 2127-0008
<u>s</u>			DO	T Auto S	afetv I	Hotline			FO	R AGENCY USE ONI	_Y 10	0148
U.S. Departmer of Transportatio		Vehi T	cle	Owner port Veh 1-888-E	' 's Qu licle Sa	estion fety De	nnaire fects	•	Date Rec	ceived	Repo	sitory 🗌
National Highv Traffic Safety Administratio		INTE	RNE	1-888-1 (1-888 T:www.n	-327-4	236)	notline		10-	-JUN-2007		erence No. 92866
N	OV	NER INFOR	MATI	ON (Type	or Print	t)			Davtime '	Telephone Number	E-mail	Address
Name Address									-			
City OMAHA				State	NE	Zip Cod	e		Evening	Telephone Number		
<i>Do you authorize</i> <i>In the absence of</i> Signature of Own	an aut	to provide a horization, N	copy HTSA	of this rep WILL NOT	ort to th provide	e manufa 9 your nan	cturer of ne or addi	ress to t	hicle? he vehicle e/		0א [
					VEHI	CLE INFO	RMATIO	N				
17 digit Vehicle Ident 5TEUU42N25Z	ification	Number Locate	d at bo	ottom of winc	lshield on	driver's side	e Make TOYOT	A		Model TACOMA		Model Year 2007
Date Purchas 13-APR-05	_	Dealer's Nar OLD MILL T	ОҮОТ/			r				Engine: No: Cylinders <u>6</u>		Fuel Type: Gas
Original Owne	r	Dealer's City OMAHA					State NE	681				
Transmission Type AUTOMATIC		ntilock Brakes ruise Control		vertrain /HEEL DRIV	Έ			•	nent Code			
		uise control			-		Multipl	e Failure	e: 1			
					ED COM	PONENT(5)/PART	(S) INFO	ORMATIC	DN		
Incident Date(s) 30-MAY-2007	Failu	re Mileage 25000	Failui	re Speed 20								
		ADDIT						REPORT		RE FAILURE	_ /	
Tire Make DOT No. (Example:	DOTM				(Name o		.			e Size (Example P2:	L5/65R	15)
Tire Component Co							Failure	Location		e Failure Type		
		ADDITION	ΔΙ ΤΤ	FMS TO B	F COMP	I FT FD W	HEN REPO	ORTING		SEAT FAILURE		
Make:						anufacture			Model No			
Seat Type:						ion Syste						
Child Seat Compon	ent Coo	le:	Fa	ailed Part:								
			(Ple	APP ease describe		E INCIDE				rv(ies).)		
Crash XYes No	Fire	es 🗴 No		mber of Per 0			umber of 0			ted to Police N		
Narrative Descript Please describe (1 i.e, parts repaired) even	ts leading up	to the	e failure, (2) failure	and its co	nsequenc	es, and ((3) what w	as done to correct	the fai	lure;
	N FRON	T THE ENGIN VING AND TH	e Begi Ie Bra	IN RACING AKES FINAL	. MY FO . GAVE AI	OT WAS N ND I HIT T	OT ON TH HE CAR A	IE ACCE HEAD. □	LERATOR,	'HILE I WAS APPRO IT WAS FIRMLY ON		
DO NOT FEEL THA	YOTA,	RENTLY THE V	/EHICI THEY	LE IS SAFE TOLD ME T	TO DRIV	/E, □ VAS OK AI				D INJURY WOULD F		
NOT SAFE THAT I									-			
amendments. You are	4-Public under n te actio	Law 93-579 Th o obligation to n to correct a sa	is infor respon Ifety do	mation is read d this questi efect. If the l	quested p onnaire. Y NHTSA pro	ursuant to our respon ceeds with	authority vo se may be u	ised to as	he National sist the NH1	TTACH ADDITIONA Highway Traffic Safety ISA in determining wh litigation against a ma	/ Act and ether a l	l subsequent Manufacturer

										_	Form App	roved:	O.M.B. No. 2127-0008
<u> </u>			DC	OT Auto S	afety	Hotline	_			FOI	R AGENCY USE ON	LY 1	100148
U.S. Departmen of Transportatio		Vehi T	cle	Owner	r 's Qu nicle Sa	lestio	onn	iaire _{cts}		Date Rec			ository 🗌
National Highw Traffic Safety Administration		INTE	:RNE	1-888-D (1-888- ET:www.nl	-327-4	236)	/ho [.]	tline		13-	-JUL-2007		erence No. 196327
	ow	/NER INFOR	MAT	ION (Type	or Prin	t)				Davtime 1	Telephone Number	E-ma	il Address
Name Address			_										
City FLOWER		D		State	тх	Zip Co	ode			Evening 1	Felephone Number		
<i>Do you authorize</i> <i>In the absence of</i> Signature of Owne	an auth	to provide a horization, N	copy HTSA	√of this rep AWILL NOT	ort to th provide	ne manufi ≩your na	factu ame	irer of you or addres	s to ti	hicle? he vehicle e/	X YES manufacturer.] <i>NO</i>	
					VEHI	ICLE INF		1ATION					
17 digit Vehicle Identi 5TETU62N67Z	fication N	Number Locate	d at b	ottom of wind	lshield on	driver's sio		Make TOYOTA			Model TACOMA		Model Year 2007
Date Purchase 31-MAY-07	_	Dealer's Nan TOYOTA OF	F LEW		e Numbe	r			•		Engine: No: Cylinders <u>6</u>		Fuel Type: Gas
Original Owne	r	Dealer's City LEWISVILLE						State TX	Zip (750	Code 28			
Transmission Type		ntilock Brakes ruise Control		wertrain AR WHEEL D			Ţ	Vehicle Co 100000 P	•	nent Code R TRAIN			
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		JISE CONTON			51112		ſ	Multiple F	ailure	: 30			
		ł		FAIL	ED COM	PONENT	<u>(s)</u>	/PART(S)	INFO	ORMATIO	N		
Incident Date(s) 05-JUL-2007	Failur	re Mileage 210	Failu	ure Speed 0									
		ADDIT						NHEN REP	PORT				
Tire Make				Tire Model	(Name o	r Number	er)				e Size (Example P2)	15/65	(15)
DOT No. (Example:	DOTMA	(L9ABC036)		Origin	nal Equipr Repair	ment		Failure Loo	cation	:			
Tire Component Coo	de									Tire	e Failure Type		
		ADDITION	AL II	TEMS TO B	ECOMP		WHE	N REPOR	TING	A CHILD	SEAT FAILURE		
Make:						anufactur				Model No.	./Name:		
Seat Type: Child Seat Compone	ont Cod		F	Failed Part:	Installat	tion Syste	:em:						
Child Scar Compone	in cou	ε.	<u> </u>		LICABL	E INCID	ENT	INFORM	ΑΤΙΟ	N			
Creati	Ling			<i>Please describe</i> umber of Pers							ry (ies).) ed to Police		
Crash Yes X No Narrative Descript				0			Num	ber of Dea 0	atris		N		
Narrative Descript Please describe (1 i.e, parts repaired	.) events	ts leading up t	to the	e failure, (2)) failure	and its co	conse	equences,	and ((3) what w	as done to correct	the fa	ilure;
TRUCK LURCHES F	-	'	-	-	ENGAGE	S WHILE	E STO)PPED. IT	IS SC) SEVERE 1	THAT THE TRUCK M	10VES	FORWARD AND
Include, if availabl	la. Polic		-ment	+ Penort Dh	otos an	-d Denair							
The Privacy Act of 197 amendments. You are should take appropriat or a statistical summa	4-Public under no te action	Law 93-579 Th o obligation to i n to correct a sa	iis info respor afety d	ormation is rec and this question defect. If the I	quested p ionnaire. Y NHTSA pro	oursuant to four respo oceeds wit	to aut onse r	hority veste may be used	d to as	he National I sist the NHT	Highway Traffic Safety SA in determining wh	y Act a lether a	Manufacturer

										Form App	roved:	O.M.B. No. 2127-0008
<i></i>		D	OT Auto S	Safety	Hotli	ne			FO	R AGENCY USE ON	_Y 1	.00148
U.S. Departmen of Transportatio		icle	e Owner eport Veh	r's Qu hicle Sa	iest Ifety	ion Defe	naire ects		Date Rec	eived	Rep	ository 🗌
National Highv	way		1-888-E (1-888-						26-	-JUL-2007	Ref	erence No.
Traffic Safety Administration		ERNE	ET:www.nl				otline				10:	197535
	OWNER INFOR	MAT	ION (Type	or Print	t)				Davtime ⁻	Telephone Number	F-ma	il Address
Name Address											- ···~	
City WASHIN	IGTON		State	PA	Zip	Code			Evening 1	Felephone Number		
<i>Do you authorize</i> <i>In the absence of</i> Signature of Owne	NHTSA to provide a f an authorization, N er	i copy IHTS/	y of this rep 4 WILL NOT	ort to th F provide	ne mar ∍your	nufaci name	turer of you e or address	s to t	hicle? he vehicle e/] <i>NO</i>	
				VEHI	ICLE I	NFOR						
17 digit Vehicle Ident 5TEUU42N07Z	ification Number Locate	ed at b	ottom of wind	Jshield on	driver's	sside	Make TOYOTA			Model TACOMA		Model Year 2007
Date Purchase 23-MAY-07			nd Telephone	e Number	r					Engine: No: Cylinders <u>6</u>		Fuel Type: Gas
Original Owne	er Dealer's City	<i>ī</i>	_		_		State	Zip (Code			
Transmission Type AUTOMATIC	Antilock Brakes		wertrain WHEEL DRIV	./F					nent Code LE SPEED (
			Multiple Fa	ailure	e: 1							
				ED COM	PONE	NT(S))/PART(S)	INFO	ORMATIO	N		
Incident Date(s) 14-JUL-2007	Failure Mileage 2000	Failu	ure Speed 4									
		ION					WHEN REP	ORT				
Tire Make			Tire Model	(Name o	r Num	nber)				e Size (Example P2:	15/65+	(15)
DOT No. (Example:			☐ Origin ☐ Prior F	nal Equipr Repair	ment		Failure Loc	ation	:			
Tire Component Co					·					e Failure Type		
Make:			TEMS TO B	1				ſING		SEAT FAILURE		
Make: Seat Type:				Date Ma Installat					Model No	./Name:		
Child Seat Compone	ent Code:	F	Failed Part:	1110001100		/	·					
		(E								0 A A		
Crash	Fire		<i>Please describe</i> Jumber of Per				<u>, <i>Failure(s), C.</i></u> mber of Dea			v(ies).) ed to Police		
Yes No	Yes 🗴 No	Ļ	0				0			N		
Please describe (1	tion of Incident(S), C L) events leading up or replaced (and if c	to th	ne failure, (2)	2) failure a	and its	s con	sequences,	and ((3) what w	as done to correct	the fa	ilure;
SURGED FORWAR	F OWNS A 2007 TOY RD. THE VEHICLE CF FAILURE MILEAGE W	RASHE	ED INTO A G	VHILE DR GATE. TH	≀IVING HE DEA	g 4 MF Aler '	PH, THE CON WAS UNABL	NTAC E TO	T DEPRESS DUPLICAT	GED THE BRAKE PEI TE THE FAILURE. T	DAL, B HE CU	UT THE VEHICLE RRENT MILEAGE
	le: Police/Fire Depar											ETS IF NECESSARY
amendments. You are should take appropriate	74-Public Law 93-579 The under no obligation to te action to correct a s ary thereof, may be use	respo afety o	ond this questi defect. If the l	ionnaire. Y NHTSA pro	four res oceeds	sponse with a	e may be used	l to as	sist the NHT	SA in determining wh	ether a	Manufacturer

									-	Form App	oroved: O.M.B. No. 2127-0008			
				OT Auto Safety Hotline					FOR AGENCY USE ONLY 100148					
U.S. Department of Transportation		Vehicle Owner's Questionnaire To Report Vehicle Safety Defects								eived	Repository			
National Highway Traffic Safety Administration		1-888-DASH-2-DÖT (1-888-327-4236) INTERNET:www.nhtsa.dot.gov/hotline							01-SEP-2007		Reference No. 10201655			
OWNER INFORMATION (Type or Print)							Davtime ⁻	Telephone Number	E-mail Address					
Name Address														
City DOVER		State			TN Zip Code			Evening T	Telephone Number					
Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? IN YES NO In the absence of an authorization, NHTSA WILL NOT provide your name or address to the vehicle manufacturer. Signature of Owner Date/ /														
					VEHI	CLE INFO	RMATION							
17 digit Vehicle Identification Number Located at bottom of wi 5TELU42N67Z			ottom of wind	dshield on driver's side Make TOYOTA					Model TACOMA	Model Year 2007				
Date Purchased 31-OCT-06Dealer's Name and Telephor PEPPERS TOYOTA 731/642							Engine: No: Cylinders <u>6</u>		Fuel Type: Gas					
Original Owne	T	Dealer's City PARIS			TN 382									
Transmission Type AUTOMATIC	Transmission Type 🗶 Antilock Brakes Powertrain AUTOMATIC 🗶 Cruise Control 4 WHEEL DRI				VE Vehicle Compor 180000 VEHICL			LE SPEED CONTROL						
					Mult			Failure	ure: 5					
					ED COMI	PONENT(S)/PART(S	5) INFO	ORMATIO	N				
Incident Date(s) 08-JUN-2007	ncident Date(s) Failure Mileage Failure Speed 18-JUN-2007 16200 55			•										
Tire Make		ADDIT					WHEN RE	EPORT		RE FAILURE	15/65015)			
				I (Name or Number)			Tire Size (Example P215/65R15)							
				🗖 Prior F	Repair				Tire Failure Type					
		ADDITION		TEMS TO B	ECOMP		IEN REPOI	RTING	A CHILD SEAT FAILURE					
Make:					Date Manufactured:				Model No./Name:					
Seat Type: 1 Child Seat Component Code: Failed Part:					Installat	ion System	1:							
				APP		E INCIDEN								
Crash Fire Number of Pe					e in detail the incident(s), Failure(s), Crash(e ersons Iniured Number of Deaths 1 0				Reported to Police Y					
No Image: Construction 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).														
OVER A PERIOD OF SEVERAL MONTHS AFTER PURCHASING A NEW 2007 TOYOTA TACOMA, I EXPERIENCED FIVE INCIDENTS OF BRAKE/ACCELERATION PROBLEMS FINALLY RESULTING IN A CRASH. FIRST INCIDENT: STOPPED AT A TRAFFIC LIGHT WITH MY FOOT ON THE BRAKE, THE TRUCK LUNGED FORWARD A FEW FEET. THE DEALERSHIP TOLD ME THEY COULD NOT FIND ANY PROBLEM. A MONTH LATER, STOPPED IN A GAS STATION DRIVE WITH MY FOOT ON THE BRAKE WAITING TO EXIT, THE REAR WHEELS BEGAN SPINNING OUT OF CONTROL. I PRESSED ON THE BRAKE AS HARD AS I POSSIBLY COULD TO KEEP FROM ENTERING TRAFFIC. THREE WEEKS LATER, APPROACHING THE BOTTOM OF A HILLY SHARP TURN, I TAPPED THE BRAKES TO SLOW DOWN. AGAIN THE REAR WHEELS ACCELERATED TO A HIGH RATE OF SPEED. I COULD NOT STOP THE TRUCK TO KEEP FROM STRIKING A VAN IN FRONT OF ME SO I CROSSED OVER A DOUBLE YELLOW LINE TO AVOID A COLLISION. IT TOOK ABOUT A THOUSAND YARDS TO GAIN CONTROL. THE DEALERSHIP SAID, "WE CAN'T FIX THE PROBLEM" UNTIL WE CAN DUPLICATE IT". I CALLED TOYOTA OF AMERICA, AGAIN ONLY TO BE TOLD THAT TOYOTA COULD DO NOTHING. THE FOURTH INCIDENT OCCURRED ON AN ENTRANCE RAMP TO A HIGHWAY. I TAPPED THE BRAKES TO SLOW DOWN. THE VEHICLE ACCELERATED TO A HIGH RATE OF SPEED. I GOT IT UNDER CONTROL QUICKLY. FINALLY THE FIFTH AND FINAL INCIDENT. COMING OUT OF NASHVILLE WHERE IT WAS RAINING HARD, I GOT FURTHER NORTHBOUND ON THE I-24 WHERE IT WAS RAINING LESS AND THE PAVEMENT WAS WET. WHILE IN THE														
Include, if available: Police/Fire Department Report, Photos, and Repair Invoice. The Privacy Act of 1974-Public Law 93-579 This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond this questionnaire. Your response may be used to assist the NHTSA in determining whether a Manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.														

										Form App	roved:	O.M.B. No. 2127-0008	
		DOT Auto Safety Hotline							FOR AGENCY USE ONLY 100148				
U.S. Departmen of Transportatio		Vehicle Owner's Questionnaire To Report Vehicle Safety Defects							Date Received		Repository 🗌		
National Highv	way	1-888-DASH-2-DOT (1-888-327-4236)							08-	08-SEP-2007		Reference No.	
Traffic Safety Administration		INTERNET:www.nhtsa.dot.gov/hotline									10202283		
OWNER INFORMATION (Type				or Prin	t)				Davtime ⁻	<u>Telepho</u> ne Number	F-ma	iil Address	
Name Address													
City SPANAW	/AY		State	WA	Zip	Code			Evening 1	Felephone Number			
Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? X YES NO In the absence of an authorization, NHTSA WILL NOT provide your name or address to the vehicle manufacturer. Signature of Owner Date/ /													
				VEH)	ICLE I	INFOR	MATION						
17 digit Vehicle Identification Number Located at bottom of win 5TELU42N67Z			oottom of winc	dshield on driver's side Make TOYOTA					Model TACOMA		Model Year 2007		
Date Purchase 26-JUL-07			nd Telephone	ie Number					Engine: No: Cylinders <u>6</u>		Fuel Type: Gas		
Original Owne	er Dealer's Cit	/					State	Zip (Code				
Transmission Type AUTOMATIC	Antilock Brakes		owertrain WHEEL DRIV	1				•	mponent Code EHICLE SPEED CONTROL				
							Multiple Fa	ailure	re: 1				
				ED COM	PONE	NT(S)/PART(S)	INFO	ORMATIO	N			
Incident Date(s) 07-SEP-2007	Failure Mileage 100	Fail	lure Speed 0										
	ADDI	TION					WHEN REP	ORT					
Tire Make			Tire Model	l (Name or Number)			Tire	e Size (Example P2:	15/65H	×15) 			
DOT No. (Example:			Drigin	nal Equipment Failure Location			ation	n:					
Tire Component Co	de								Tire	e Failure Type			
	ADDITIO	ALI	TEMS TO B	BE COMPLETED WHEN REPORTING									
Make: Seat Type:				Date Manufactured: Installation System:					Model No./Name:				
Child Seat Compone	ent Code:		Failed Part:	Installat	TION S	ystem	:						
			APF				T INFORM						
				be in detail the incident(s), Failure(s), Crash(e ersons Iniured Number of Deaths				Reported to Police					
Yes X No	Yes X No	Ļ	0				Ν						
Please describe (1	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).												
NUMEROUS OCCASIONS WHERE MY 2007 TOYOTA TACOMA WILL LURCH FORWARD WHEN AT A STOP LIGHT. AUTOMATIC TRANSMISSION, AND ON THE BRAKE. FEELS AS IF I HAVE BEEN TAPPED BY SOMEONE BEHIND ME. IT HAS NEVER RESULTED IN AN ACCIDENT, BUT I WILL NOT LET MY WIFE DRIVE THIS VEHICLE BECAUSE OF THIS SITUATION. *JB													
Include, if availab	le: Police/Fire Depar	tmen	it Report, Ph	iotos, ar	nd Rep	air In	voice.		A	TTACH ADDITIONA	I SHE	FTS IF NECESSARY	
The Privacy Act of 197 amendments. You are should take appropria	74-Public Law 93-579 T under no obligation to te action to correct a s ary thereof, may be use	his info respo safety	ormation is re ond this questi defect. If the l	equested p ionnaire. Y NHTSA pro	pursuar Your res oceeds	nt to au sponse with a	uthority veste e may be used	l to as	he National I sist the NHT	Highway Traffic Safety SA in determining wh	/ Act ar ether a	nd subsequent 1 Manufacturer	

From:	Chris Santucci/=WDC/Toyota_NY. Sent:10/16/2007 12:47 PM.
To:[-]	<gregory.magno@dot.gov>.</gregory.magno@dot.gov>
Cc: [-]	Ajit.Alkondon@dot.gov.
Bcc:[-]	
	Re: Tacoma VOQs.
Greg,	
Thanks	, I received the files with no problem.
Regard	S,
	antucci - Assistant Manager cal and Regulatory Affairs
Toyota	Motor North America, Inc.
	2) 463-6856 Cell (202) 651-1581 Fax (202) 463-8513 Chris_Santucci@tma.toyota.com
	le cannot receive attachment extensions listed below.
.exe, .c	om, .pif, .scr, .cmd, .bat, .vbs, .lnk, .htm, .html, .shs, or .zip
~Greao	ry.Magno@dot.gov>
10/16/2	007 03:31 PM
	antucci@tma.toyota.com> .Alkondon@dot.gov>
Subject	Tacoma VOQs
Chris,	
	find attached a spreadsheet summarizing the relevant VOQs we have on this. Green records contain al identifiers. The red ones do not. Also attached are images of the "green" VOQs.
We lool	k forward to Toyota's technical analysis of this matter.
Best re	gards,
Greg	
_	
	y E. Magno Defects Assessment Division
Office c	of Defects Investigation /NHTSA NVS-211
	202) 366-5226
Fax: (2)	02) 366-1767
The info	 ormation contained in this e-mail message has been sent from a federal agency of the United States
Govern	ment. It may be privileged, confidential, and/or protected from disclosure. If you are not the intended
strictly	nt, 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.	

[attachment "10202837.pdf" deleted by Chris Santucci/WDC/Toyota_NY] [attachment "10181411.pdf" deleted by Chris Santucci/WDC/Toyota_NY] [attachment "10181411.pdf" deleted by Chris Santucci/WDC/Toyota_NY] [attachment "10181412.pdf" deleted by Chris Santucci/WDC/Toyota_NY] [attachment "10182412.pdf" deleted by Chris Santucci/WDC/Toyota_NY] [attachment "1018245.pdf" deleted by Chris Santucci/WDC/Toyota_NY] [attachment "10182950.pdf" deleted by Chris Santucci/WDC/Toyota_NY] [attachment "10187789.pdf" deleted by Chris Santucci/WDC/Toyota_NY] [attachment "10187789.pdf" deleted by Chris Santucci/WDC/Toyota_NY] [attachment "10188746.pdf" deleted by Chris Santucci/WDC/Toyota_NY] [attachment "10191171.pdf" deleted by Chris Santucci/WDC/Toyota_NY] [attachment "10196327.pdf" deleted by Chris Santucci/WDC/Toyota_NY] [attachment "10197535.pdf" deleted by Chris Santucci/WDC/Toyota_NY] [attachment "10197535.pdf" deleted by Chris Santucci/WDC/Toyota_NY] [attachment "10202283.pdf" deleted by Chris Santucci/WDC/Toyota_NY] [attachment "10202283.pdf" deleted by Chris Santucci/WDC/Toyota_NY]

From: Satoshi SHIMIZU/清水 聪 <sshimizu@mail.tec.toyota.co.jp>. Sent:10/16/2007 8:22 PM.</sshimizu@mail.tec.toyota.co.jp>
To: [-] KRo@tma.toyota.com. Cc: [-] AKanatani@tma.toyota.com; "山田 明良" <akiyoshi@yamada.tec.toyota.co.jp>; chris_tinto@tma.toyota.com;</akiyoshi@yamada.tec.toyota.co.jp>
Akanatani@tina.toyota.com, 田田明度 <akiyosin@yanada.tec.toyota.co.jp>, cms_into@tina.toyota.com, Hirohito Nishikata <hiro@nishikata.tec.toyota.co.jp>; HKato@tma.toyota.com; "FK 門崎室長" <monz@ki.tec.toyota.co.jp>; Ritsuko Mine <ritsuko@pori.tec.toyota.co.jp>; "FK 酒井GMさん" <sakai@akira.tec.toyota.co.jp>; "GA 上野GM" <ushio@ueno.tec.toyota.co.jp>.</ushio@ueno.tec.toyota.co.jp></sakai@akira.tec.toyota.co.jp></ritsuko@pori.tec.toyota.co.jp></monz@ki.tec.toyota.co.jp></hiro@nishikata.tec.toyota.co.jp></akiyosin@yanada.tec.toyota.co.jp>
Bcc: [-] Subject: Re: ECU for NHTSA.
Dear Kevin-san,
Additional information regarding the differences while BA operating.
When in operation, the driver could feel below - higher deceleration - solenoid operation noise - brake pedal pulsation, especially when brake is gradually released.
Judging from the comments from NHTSA, I can guess BA didn't activate when they tested. So I sent the previous e-mail from this reason.
Kind regards, Shimizu
KRo@tma.toyota.com wrote: Shimizu-san,
NHTSA sent the below email to me. It seems they have not seen a difference between with and without BA and they want to know if there is a way to confirm how to check that BA is disabled and enabled. Can you please provide a method that NHTSA can use to confirm?
Best Regards. -Kevin
Hi Kevin,
The modified ECU has been installed, and we've performed some preliminary characterization tests with the 4Runner. Thus far, most of our tests have been >performed with brake assist enabled. For the BA enabled tests, the downhill decent button has been in the off position (i.e.,notpushed in; this is how we were >told to toggle BA on/off).
Unfortunately, tests performed withBA disabled produce nearly identical data as those performed with BA enabled. Given identical brake inputs (performed >with our brake controller),inputs we believe are capable of evoking BA intervention,longitudinal acceleration and each of the four brake line pressures are nearly >identical.
Is there any way to confirm, with 100% certainty, whetherbrake assist is enabled or disabled? For example, are there any tests we can perform, CAN >messages to monitor, lights to watch, etc.? Any assistance you can provide would be greatly appreciated.
Best regards,
Garrick

Kevin S. Ro Manager, Technical & Regulatory AffairsSafety
1

Toyota Motor North America, Inc. 601 Thirteenth Street, N.W. Suite 910 South Washington, D.C. 20005 phone: (202) 463-6831 fax: (202) 463-8513 email: Kevin_Ro@tma.toyota.com
Satoshi SHIMIZU/清水 聡 <sshimizu@mail.tec.toyota.co.jp></sshimizu@mail.tec.toyota.co.jp>
09/17/2007 08:23 PM To KRo@tma.toyota.com cc AKanatani@tma.toyota.com, "山田 明良" <akiyoshi@yamada.tec.toyota.co.jp>, chris_tinto@tma.toyota.com, Hirohito Nishikata <hiro@nishikata.tec.toyota.co.jp>, HKato@tma.toyota.com, " FK 門崎室長" <monz@ki.tec.toyota.co.jp>, Ritsuko Mine <ritsuko@pori.tec.toyota.co.jp>, "FK酒井GMさん" <sakai@akira.tec.toyota.co.jp>, " GA 上野GM" <ushio@ueno.tec.toyota.co.jp> Subject Re: ECU has arrived at TMC</ushio@ueno.tec.toyota.co.jp></sakai@akira.tec.toyota.co.jp></ritsuko@pori.tec.toyota.co.jp></monz@ki.tec.toyota.co.jp></hiro@nishikata.tec.toyota.co.jp></akiyoshi@yamada.tec.toyota.co.jp>
Dear Kevin-san,
Thank you for reply. I will let you know the expected arrival date when shipping is arranged, and I will also give you how to install the ECU and initialize it.
Kind regards, Shimizu
KRo@tma.toyota.com wrote:
Shimizu-san,
Thank you for your email and arranging for shipping to the U.S. After you send the ECU to my office, please also send the instructions to me via email.
Regarding how much time NHTSA needs, one year should be enough time.
Thanks.

Kevin S. Ro Manager, Technical & Regulatory AffairsSafety Toyota Motor North America, Inc. 601 Thirteenth Street, N.W. Suite 910 South Washington, D.C. 20005 phone: (202) 463-6831 fax: (202) 463-8513 email: Kevin_Ro@tma.toyota.com
Satoshi SHIMIZU/清水 聡 <sshimizu@mail.tec.toyota.co.jp></sshimizu@mail.tec.toyota.co.jp>
09/17/2007 04:18 AM To KRo@tma.toyota.com cc AKanatani@tma.toyota.com, "山田 明良" <akiyoshi@yamada.tec.toyota.co.jp>, chris_tinto@tma.toyota.com, Hirohito Nishikata <hiro@nishikata.tec.toyota.co.jp>, HKato@tma.toyota.com, " FK 門崎室長" <monz@ki.tec.toyota.co.jp>, Ritsuko Mine <ritsuko@pori.tec.toyota.co.jp>, "FK酒井GMさん"</ritsuko@pori.tec.toyota.co.jp></monz@ki.tec.toyota.co.jp></hiro@nishikata.tec.toyota.co.jp></akiyoshi@yamada.tec.toyota.co.jp>

<sakai@akira.tec.toyota.co.jp>, " G A 上野G M" <ushio@ueno.tec.toyota.co.jp></ushio@ueno.tec.toyota.co.jp></sakai@akira.tec.toyota.co.jp>
Subject Re: ECU has arrived at TMC
Dear Kevin-san,
First of all, I could finally find the way for ECU shipping with
reasonable time.
So you don't have to take the ECU with you. Very sorry for making you confused.
Currently the ECU will arrive at TMA office on 1st of October.
By the way, this ECU needs to be back to TMC after the test at NHTSA.
Because this is prototype and we need to avoid that it goes into market.
Therefore I would like to know when it comes back from NHTSA.
One year is enough for them to carry out the test?
I will put the expected return timing (ex. Jan/2009) on the application sheet for shipping after I get the idea of the test period.
Thank you very much for cooperation.
Kind regards,
Shimizu

Satoshi SHIMIZU Vehicle Control System Engineering Dept.
Chassis System Development Div.
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OFFICE OF DEFECTS INVESTIGATION (ODI)

Complaints - Search Results

5 Records Displayed.

Report Date: October 22, 2007 at 10:47 AM ODI Numbers Searched: 10198196,10195294,10182586,10180652

Make : TOYOTA

Model : TACOMA

Manufacturer : TOYOTA MOTOR CORPORATION

Fire : No

ODI ID Number : 10195294

Date of Failure: March 1, 2007

VIN : 5TELU42N77Z...

Component: EQUIPMENT:ELECTRICAL:AIR CONDITIONER

Summary:

Crash: No

MY TRUCK A 2007 TOYOTA TACOMA DOUBLE CAB, LURKS FORWARD A BIT WHEN AIR CONDITIONING (A/C)IS ON. THIS HAPPENS WHEN AT STOP EVEN WITH FOOT ON THE BRAKE. I SUSPECT THIS OCCURS WHEN A/C COMPRESSOR KICKS IN AS IT RECYCLES. COUPLE OF TIMES EITHER I ALMOST BUMPED THE CAR THAT STOPPED IN FRONT OF ME OR HIT A PEDESTRIAN WALKING RIGHT IN FROM OF ME. I NEVER EXPERIENCED ANY OF IT ON OTHER VEHICLES. IT JUST MAKES ME CONCERNED. I THOUGHT I WAS THE ONLY ONE EXPERIENCED THIS ON TACOMA TRUCK, BUT NOTICED ALMOST ALL OF TACOMA OWNERS AGREED WITH THIS PROBLEM(ACCORDING TO INTERNET FORUM, TOYOTANATIONS.COM. I WILL BE VISITING THE DEALER VERY SOON ,BUT HEARD FROM OTHER PEOPLE THAT THEY WERE TOLD BY THE DEALER THAT IT WAS JUST NORMAL. MY SAFETY CONCERN REGARDING THE TRUCK LED ME TO FILE THIS COMPLAINT. PLEASE NOTE THAT THIS PROBLEM IS ONGOING .I CAN'T REMEMBER WHEN I FIRST USED A/C ON MY VEHICLE. THANK YOU. *AK

Make : TOYOTA

Model : TACOMA

.....

Year : 2007

Number of Injuries: 0

Number of Deaths: 0

Year : 2007

Number of Injuries: 0

Number of Deaths: 0

Manufacturer : TOYOTA MOTOR CORPORATION

Crash : No

Fire : No

ODI ID Number : 10182586

Date of Failure: February 13, 2007

VIN: 5TEUU42NX7Z...

Component: VEHICLE SPEED CONTROL:ACCELERATOR PEDAL

Summary:

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. I SHUT OFF THE IGNITION AND TURNED IT BACK ON, THE THROTTLE WAS STILL WIDE OPEN. I TRIED THIS A TOTAL OF THREE TIMES, NOW I AM GOING WELL OVER 80 MPH. I FINALLY LEFT THE IGNITION OFF AND COASTED OVER TO THE SIDE OF THE ROAD. MY WIFE ASKED WHAT HAD JUST HAPPENED AND I TOLD HER THAT THE THROTTLE WAS STUCK OPEN. I ASKED HER TO LOOK ON THE FLOOR SO SHE COULD SHE NOTHING WAS STUCK ANYWHERE NEAR THE ACCELERATOR PEDAL. I MIGHT ADD THE CRUISE CONTROL WAS NOT ON. I RESTARTED THE TRUCK AND CAUTIOUSLY WENT TO OUR DINNER ENGAGEMENT. AFTER DINNER WE USED EXTREME CAUTION ON OUR WAY BACK HOME. I TRIED SEVERAL TIMES TO REPLICATE THE PROBLEM. IT NEVER DID PRODUCE ITSELF ON OUR RETURN TRIP. I CALLED TOYOTA ON MONDAY MORNING AND AFTER TELLING THEM THE PROBLEM THEY WANTED ME TO DRIVE THE TRUCK BACK TO THE DEALER I REFUSED. I MADE THEM COME TOW IT. IT WAS CHECKED OUT BY THE FIELD ENGINEER AND WAS RETURNED TO ME. THEY SAID NOTHING WAS FOUND TO BE OUT OF ORDER. BUT WENT INTO DETAIL THAT THE FLOOR MATS WERE NOT INSTALLED CORRECTLY. THIS TRUCK HAD 149 MILES ON IT. IT WAS ONLY 4 DAYS OLD. *JB

Make : TOYOTA

Model : TACOMA

Year : 2007

Manufacturer : TOYOTA MOTOR CORPORATION

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10180652

Date of Failure: January 24, 2007

VIN: 5TELU42N17Z...

Component: VEHICLE SPEED CONTROL

Summary:

AT A FULL STOP AT AN INTERSECTION THE TRUCK ACCELERATED BY ITSELF HARD ENOUGH THE BRAKE WOULD NOT HOLD IT. PUSHING THE TRUCK ONTO THE ROAD WITH ONCOMING TRAFFIC. THE CAR MISSED ME. PLEASE DO NOT QUESTION MY ABILITY TO PUSH ON THE BRAKE AND NOT THE GAS AS YOU HAVE IN ALL THE REPORTS I HAVE READ. *NM SEE ALSO 10181486 *DSY

Make : TOYOTA Model : TACOMA Year: 2007 Manufacturer : TOYOTA MOTOR CORPORATION Crash: No Fire : No Number of Injuries: 0 Number of Deaths: 0 **ODI ID Number : 10198196** Date of Failure: March 10, 2007 VIN: 3TMLU42N37M ... Component: POWER TRAIN:DRIVELINE Summary: TRUCK "SURGES" FORWARD WHEN AT A COMPLETE STOP. TRUCK ALSO EXHIBITS VIBRATION IN THE DRIVETRAIN AT LOW SPEEDS/ LOW RPMS THIS IS CONSTANT AND RECURRING SINCE I BOUGHT MY VEHICLE. 2007 TOYOTA TACOMA DOUBLE CAB. *JB _____ Make : TOYOTA Year: 2007 Model : TACOMA Manufacturer : TOYOTA MOTOR CORPORATION Crash: No Fire : No Number of Injuries: 0 **ODI ID Number** : 10198196 Number of Deaths: 0 Date of Failure: March 10, 2007

VIN : 3TMLU42N37M...

Component: VEHICLE SPEED CONTROL

Summary:

TRUCK "SURGES" FORWARD WHEN AT A COMPLETE STOP. TRUCK ALSO EXHIBITS VIBRATION IN THE DRIVETRAIN AT LOW SPEEDS/ LOW RPMS THIS IS CONSTANT AND RECURRING SINCE I BOUGHT MY VEHICLE. 2007 TOYOTA TACOMA DOUBLE CAB. *JB

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

(Information as of 10/03/07 v3)

Statement:

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

Q1: When did NHTSA begin its FMVSS 124 Accelerator Control Systems testing?

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

Q2: What is FMVSS 124 Accelerator Control System testing?

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

Q3: What seems to be the source of the problem?

A3: NHTSA and Toyota are in the midst of their investigation. It is premature to comment on the results.

Q4: How many Toyota Tacoma Accelerator Control System complaints has NHTSA received?

A4: Although NHTSA has not opened a defect investigation, at Toyota's request, NHTSA provided 19 Vehicle Owner Questionnaires (VOQs) which the agency is currently evaluating.

Q5: Is this a recall?

A5: No. This is not a recall.

Q6: Didn't Toyota just recall Camry and Lexus ES 350 vehicles for an Accelerator Control System problem?

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

Q7: Is the Tacoma equipped with the All Weather Floor Mat of a similar design?

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

Q8: What if customers have questions or safety concerns regarding this issue, should they go to their dealer?

A8: We remain confident in the safety of these vehicles, but if customers have any concerns at all they should feel free to contact the Toyota Customer Assistance Center at – 1-888-270-9371.

From: To: [-] Cc: [-] Bcc: [- Subject	ctinto@tma.t	nan/=WDC/Toyo oyota.com;csant son Letter As Ro	ucci@tma.to	yota.com.		Sent:10/23	3/2007 7:33 AN
Techn Toyota Phone	sa N. Hoffman, A hical and Regulat a Motor North Ar e (202) 463-6839	ory Affairs nerica, Inc.) Fax: (202) 46	ecialist	~~~			
emaii: ~~~~	: MHoffman@tm	a.toyota.com	~~~~~	~~~~~			

ΤΟΥΟΤΑ



TOYOTA MOTOR NORTH AMERICA, INC.

WASHINGTON OFFICE 601 THIRTEENTH STREET, NW, SUITE 910 SOUTH, WASHINGTON, DC 20005

TEL: (202) 775-1700 FAX: (202) 463-8513

October 23, 2007

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

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

Dear Mr. Thompson:

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

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

Sincerely,

Chris Tinto Vice President TOYOTA MOTOR NORTH AMERICA, INC.

CT:cs Enclosure

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

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

Response 1.

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

Engine	Drive					
type		Manual		Automatic		Total
type	type	5-speed	6-speed	4-speed	5-speed	
2TR-FE	2WD	11,255	0	29,423	0	
(4 cylinder)	4WD	8,101	0	0	0	165,822
1GR-FE	2WD	0	2,712	0	56,640	105,822
(6 cylinder)	4WD	0	9,090	0	48,601	
			Tabla 1			

Table 1

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

Response 2.

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

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

Response 3.

The requested FORM 12 is provided as Attachment 2

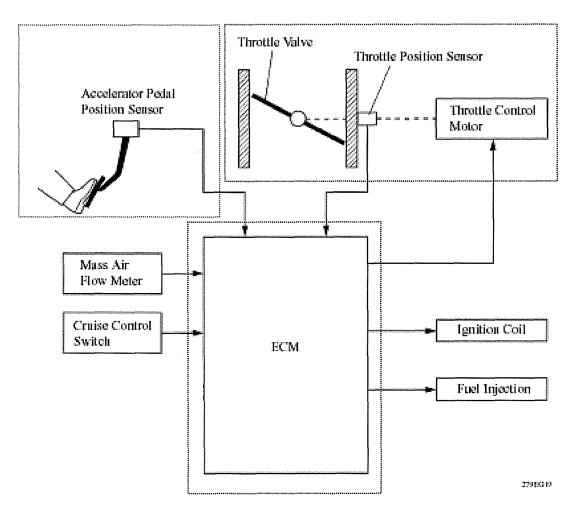
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Attachment 1-1 Page 1 of 3

<u>Test data for FMVSS No.124 Compliance Test</u> <u>Vehicle Model: 2007 Toyota Tacoma</u>

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

Figure 1: Electronic Throttle Control System



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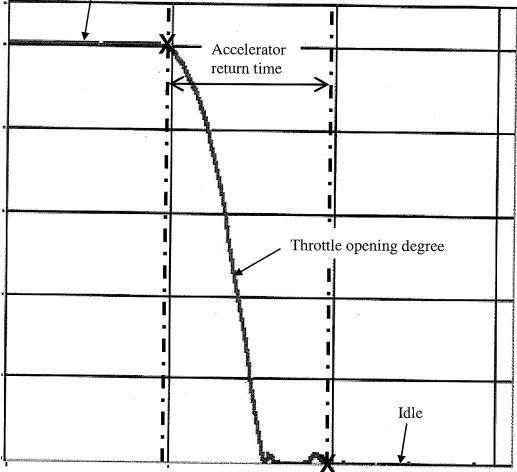
The compliance confirmation result for each component is submitted as Attachments 1-2 through 1-4. In addition, a summary of the confirmation for each component is shown in Table 1.

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

Table 1: Contents of confirmation for each component

How to measure accelerator return time

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



Example of measurement result



Technical Report Summary

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

m

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

- 1. Purpose : The purpose of this test is to investigate conformity of the 2003 model GX470 to FMVSS 124.
- 2. Conclusion : The 2003 model GX470 conforms to the performance requirements of FMVSS 124.

3. Test results (Summary):

- (1) Test conditions
 - (a) Test date : August 1, 2002
 - (b) Test part : Pedal, Module Accelerator (78120-60350)
- (2) Test result

Return time*1

Ketuin	m sec					
Retu	Return spring Low temperature test		Normal temperature test			
condition		(temp: -40 °C)		(temp: 25 °C)		
	Pedal release operation	Normal	Abnormal*2	Normal	Abnormal*2	Pass or Fail
	spring nnected	96	70	85	70	Pass
	r spring nnected	90	90	97	88	Pass

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

*2: The operator releases the accelerator pedal by sliding his foot to the side from the W.O.T. position.

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

Technical Report Summary

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

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

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

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

3. Test results (Summary) :

- (1) Test conditions
 - (a) Test date : April, 2003
 - (b) Test part : 22030-31010 (BODY ASSY, THROTTLE W/MOTOR) CCC21 type

(2) Test result

Return time*1

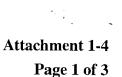
		III sec			
Throttle body condition	Low temperature test (temp: -40°C)	Normal temperature test (temp: 25°C)	Pass or Fail		
Shut down current to throttle control motor *2	620	196	Pass		
Throttle return spring disconnected	131	184	Pass		

maaa

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

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

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



Technical Report Summary

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

- 1. Purpose : The purpose of this test is to investigate conformity of the 2005 model Prius to FMVSS 124
- 2. Conclusion : The 2005 model Prius conforms to the performance requirements of FMVSS 124

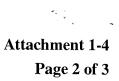
3. Test results (Summary):

- (1) Test conditions
 - (a) Test date : April 12 and 13, 2004
 - (b) Test part : Computer, Engine Control (89661-47100)
- (2) Test result

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

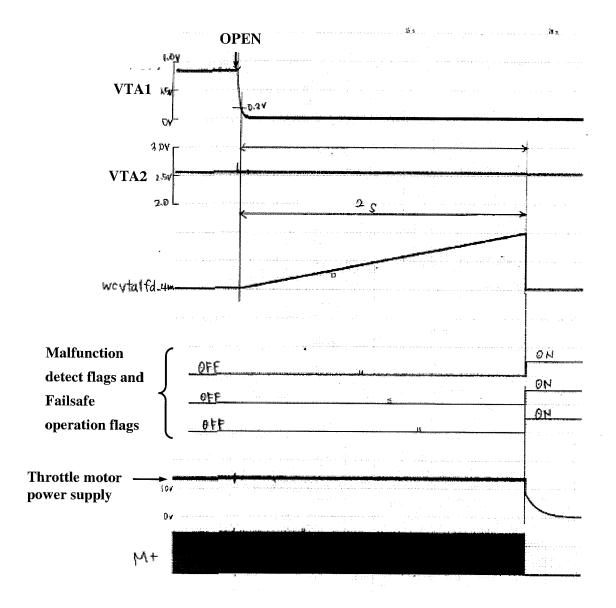
Comment : Part of the fail-safe operation charts of is attached to the next page for your reference.

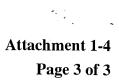
The 2007 model Tacoma can be carried over from the 2005 model Prius for accelerator control performance.



Fail-safe operation timing chart

VTA1 Throttle Position Sensor Circuit Open





Fail-safe operation timing chart ECM Internal Circuit Open

		an a	50m3	
CPU control timing pulse				
CPU reset signal	OPEN			
Malfunction detect flag				
Throttle motor power supply				
		• • • • • • • • • • • • • • • • • • •		
Throttle motor operation signal		a a a a a a a a a a a a a a a a a a a		
		4		

Attachment 2 Page 1 of 3 FORM 12 10/24/2003

VEHICLE INFORMATION/TEST SPECIFICATIONS FMVSS 124 - Accelerator Control Systems

Requested Information:

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

Response 1.

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

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

Response 2.

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

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

Response 3.

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

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

Response 4.

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

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

Response 5.

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

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

Response 6.

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

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

Response 7.

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

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

Response 8.

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

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

Response 9.

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

10.) If fuel delivery rate is used to demonstrate return to idle state, provide:

- A. The method used to measure this signal i.e. connection to standard SAE J1587 data bus.
- B. Equipment required to measure signal.
- C. Fuel rate signal output range at the idle state.

Response 10.

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

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

Response 11.

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

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

Response 12.

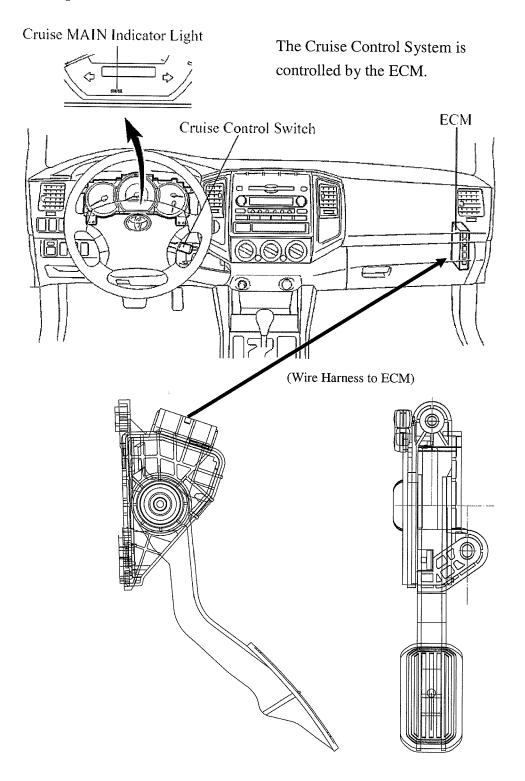
The method for recording engine RPM is provided as Attachment 10.

Attachment 3 Page 1 of 2

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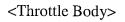
Accelerator Control System

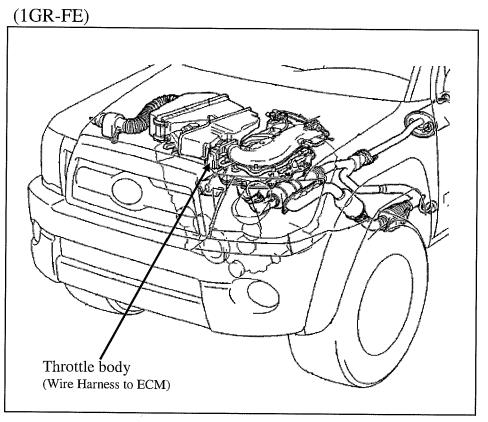
<Accelerator pedal>

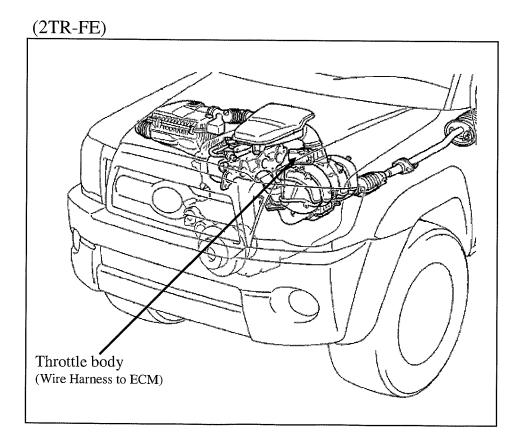


Attachment 3 Page 2 of 2

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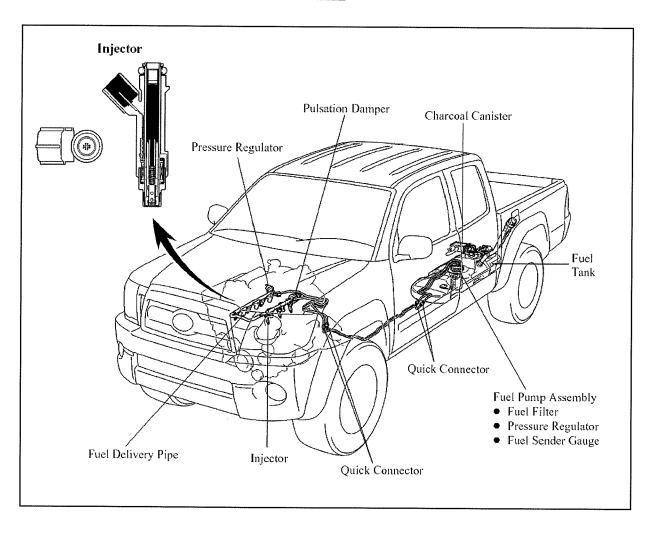




Attachment 4 Page 1 of 2

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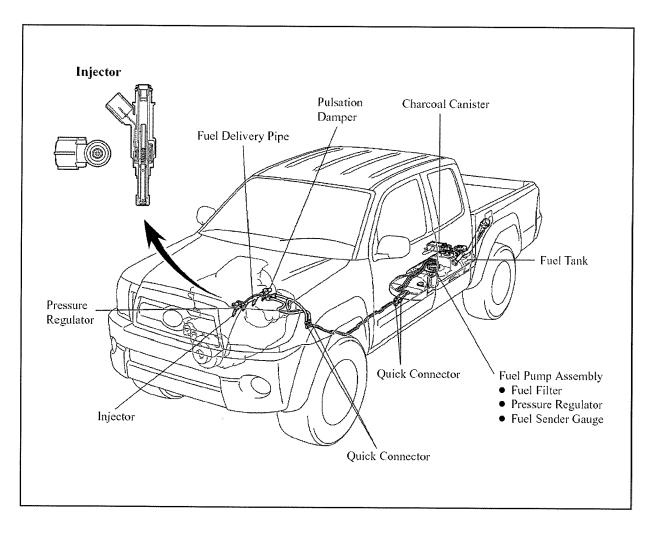
Fuel system for the 2007MY Tacoma (1GR-FE)



Attachment 4 Page 2 of 2

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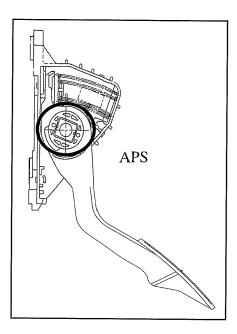
Fuel system for the 2007MY Tacoma (2TR-FE)



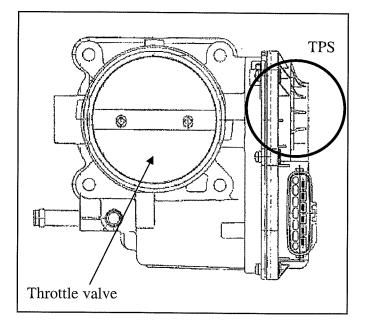
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Components of the Accelerator Pedal Position Sensor

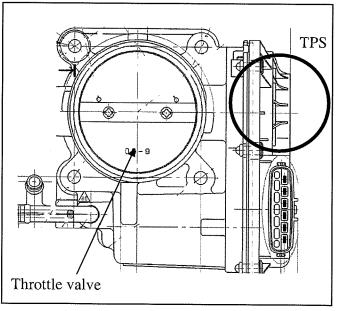
(A) Accelerator Pedal Position Sensor (APS)



(B) Throttle Position Sensor (TPS)(1GR-FE)



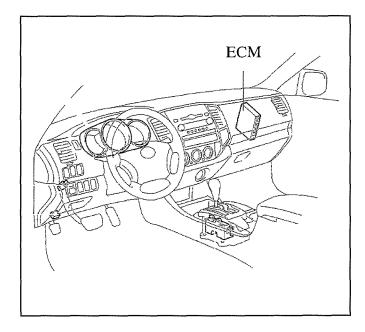
(2TR-FE)



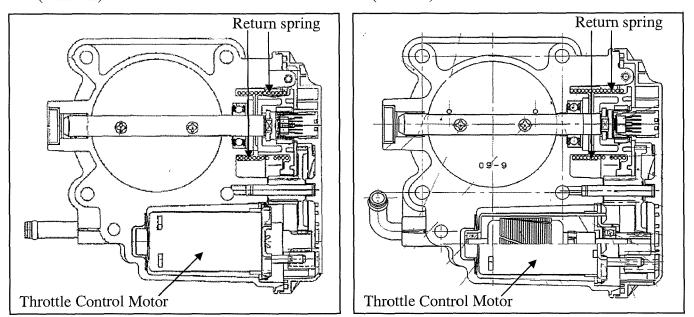
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Attachment 5 Page 2 of 2

(C) Electronic Control Module (ECM)



(D) Air throttle plate actuator motor (Throttle Control Motor) (1GR-FE) (2TR-FE)



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

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

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

HINT:

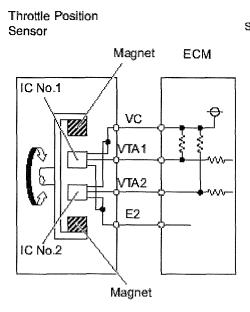
These DTCs relate to the Throttle Position (TP) sensor.

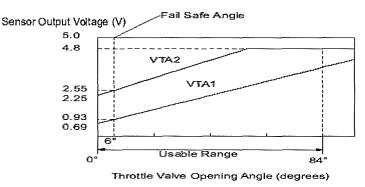
DESCRIPTION

This ETCS (Electronic Throttle Control System) does not use a throttle cable. The Throttle Position (TP) sensor is mounted on the throttle body, and detects the opening angle of the throttle valve. This sensor is a non-contact type, and uses Hall-effect elements, in order to yield accurate signals, even in extreme driving conditions, such as at high speeds as well as very low speeds.

The TP sensor has two sensor circuits which each transmits a signal, VTA1 and VTA2. VTA1 is used to detect the throttle valve angle and VTA2 is used to detect malfunctions in VTA1. The sensor signal voltages vary between 0 V and 5 V in proportion to the throttle valve opening angle, and are transmitted to the VTA terminals of the ECM.

As the valve closes, the sensor output voltage decreases and as the valve opens, the sensor output voltage increases. The ECM calculates the throttle valve opening angle according to these signals and controls the throttle actuator in response to driver inputs. These signals are also used in calculations such as air-fuel ratio correction, power increase correction and fuel-cut control.





Note:

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

Between 10 % and 24 %: Throttle valve fully closed Between 66 % and 96 %: Throttle valve fully open Approximately 19 %: Fail-safe angle (6°)

Attachment 6-1

Page 2 of 3

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

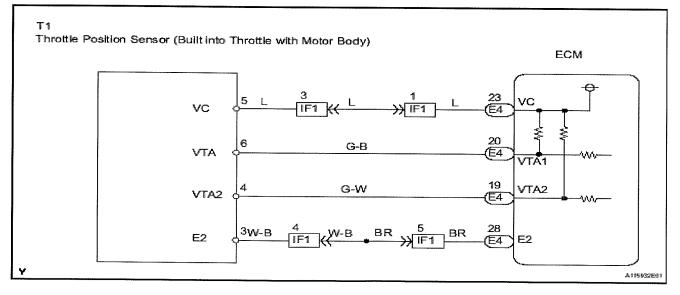
HINT:

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

Reference (Normal Condition)

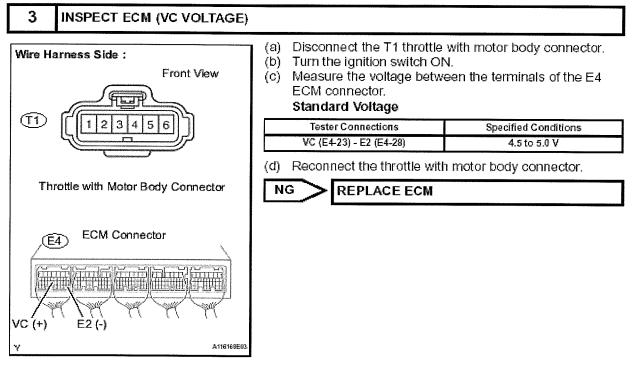
Tester Display	Accelerator Pedal Fully Released	Accelerator Pedal Fully Depressed
THROTTLE POS	10 to 24 %	64 to 96 %
THROTTLE POS #2	2.1 to 3.1 V	4.5 to 5.0 V

WIRING DIAGRAM

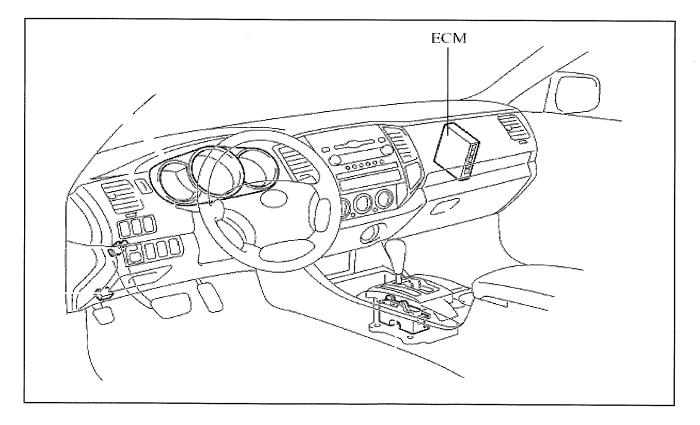


Attachment 6-1

Page 3 of 3



Layout of ECM



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

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

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

HINT:

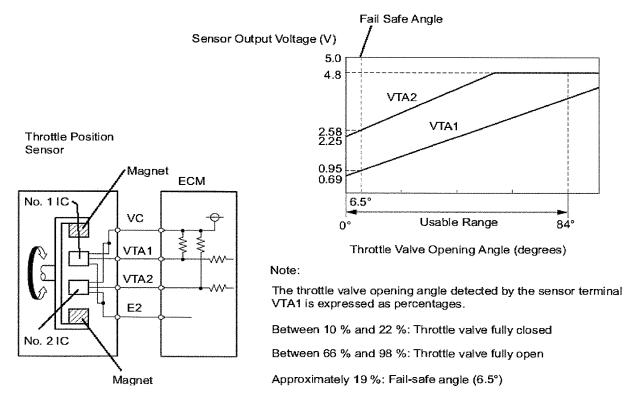
These DTCs relate to the Throttle Position (TP) sensor.

DESCRIPTION

HINT:

The Throttle Position (TP) sensor is mounted on the throttle body, and detects the opening angle of the throttle valve. This sensor is a non-contact type, and uses Hall-effect elements, in order to yield accurate signals, even in extreme driving conditions, such as at high speeds as well as very low speeds. The TP sensor has two sensor circuits which each transmits a signal, VTA1 and VTA2. VTA1 is used to detect the throttle valve angle and VTA2 is used to detect malfunctions in VTA1. The sensor signal voltages vary between 0 V and 5 V in proportion to the throttle valve opening angle, and are transmitted to the VTA terminals of the ECM.

As the valve closes, the sensor output voltage decreases and as the valve opens, the sensor output voltage increases. The ECM calculates the throttle valve opening angle according to these signals and controls the throttle actuator in response to driver inputs. These signals are also used in calculations such as air-fuel ratio correction, power increase correction and fuel-cut control.



Attachment 6-2

Page 2 of 3

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

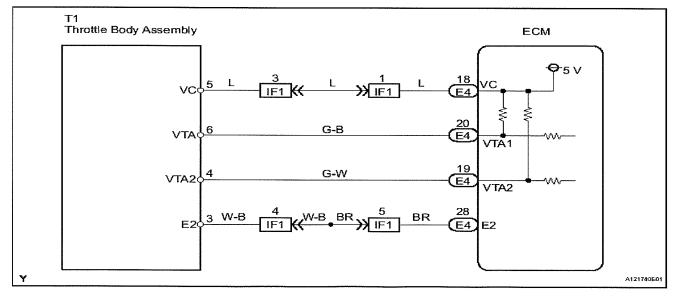
HINT:

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

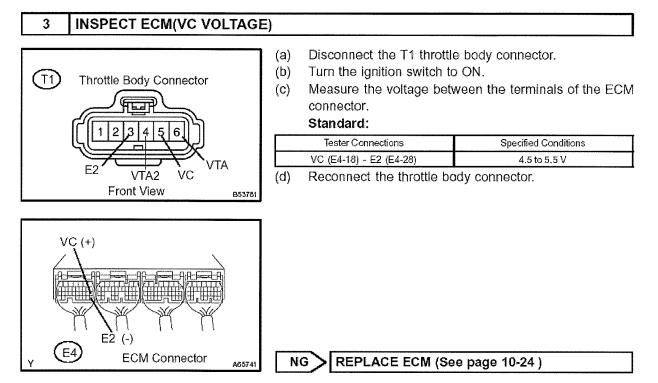
Reference (Normal condition):

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

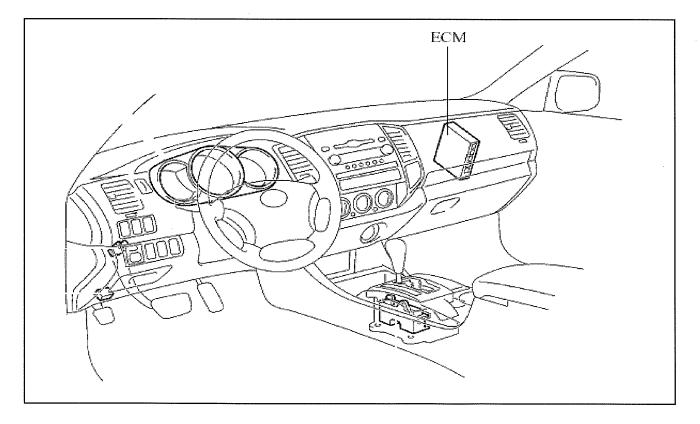
WIRING DIAGRAM



Attachment 6-2



Layout of ECM



Attachment 7-1

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

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

How to remove the energy source of Throttle Body Assembly

Energy source1 (Return spring):

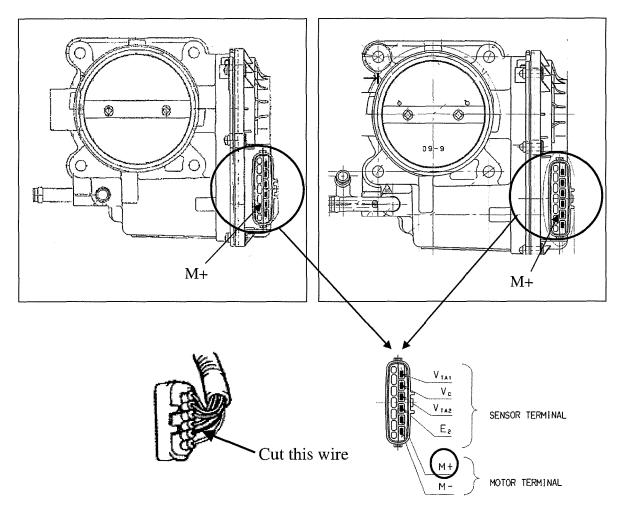
The spring inside the throttle body is not possible to cut or remove.

Energy source2 (Throttle control motor):

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

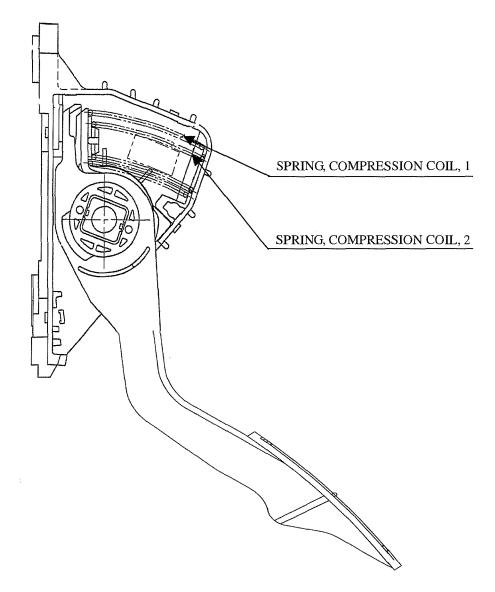
(1GR-FE)





Energy source of the Accelerator Pedal Assembly

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

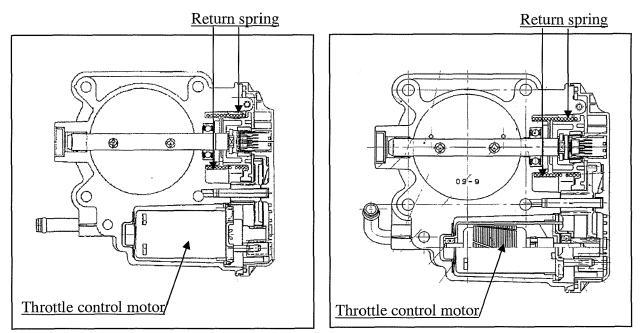


Energy source of the Throttle Body Assembly

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

(1GR-FE)

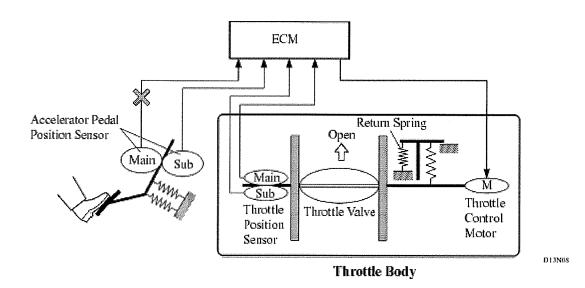




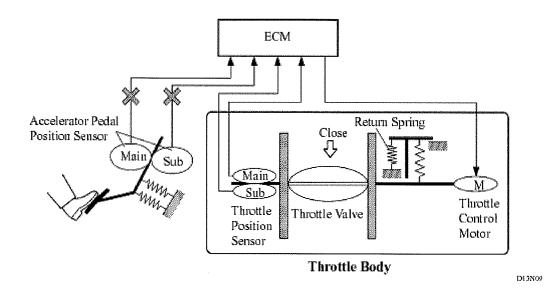
Fail-safe of the Accelerator Pedal Position Sensor

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

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



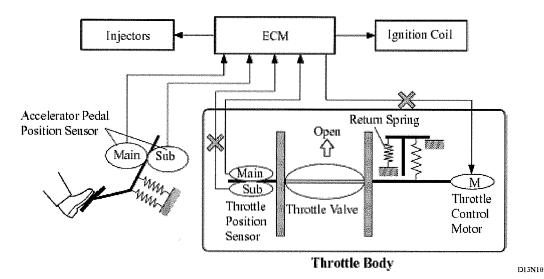
- If both circuits malfunction, the ECM detects the abnormal signal voltage from these two sensor circuits and discontinues the throttle control. At this time, the vehicle can be driven within its idling range.



Fail-safe of the Throttle Position Sensor

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

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



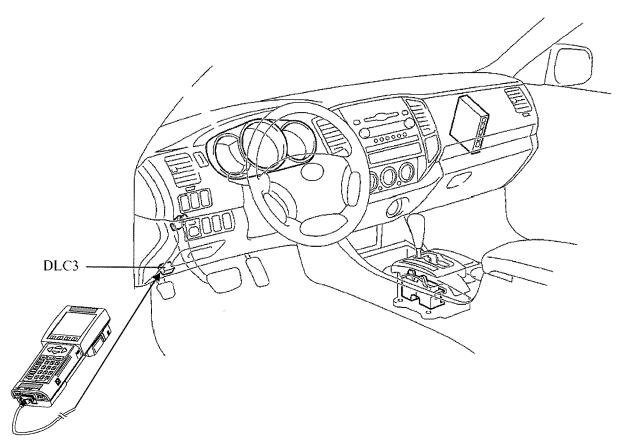
Instructions Regarding Engine RPM Recording

Equipment: Diagnostic Tester (Part number 0200-2309) Procedure:

(1) Connect the diagnostic tester to the DLC3 (Date Link Connector 3 (i.e.; ODB II connector)).

(2) Start engine.

(3) Check the engine speed status on the tester screen.



Diagnostic tester

From: To: [-] Cc: [-] Bcc: [- Subject	ctinto@tma.t	nan/=WDC/Toyo oyota.com;csant son Letter As Ro	ucci@tma.to	yota.com.		Sent:10/23/2	2007 7:33 AM
Techn Toyota Phone	sa N. Hoffman, A hical and Regulat a Motor North Ar e (202) 463-6839	ory Affairs nerica, Inc.) Fax: (202) 46	ecialist	.~~~			
emaii: ~~~~	: MHoffman@tm	a.toyota.com	~~~~~~	.~~~~			

ΤΟΥΟΤΑ



TOYOTA MOTOR NORTH AMERICA, INC.

WASHINGTON OFFICE 601 THIRTEENTH STREET, NW, SUITE 910 SOUTH, WASHINGTON, DC 20005

TEL: (202) 775-1700 FAX: (202) 463-8513

October 23, 2007

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

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

Dear Mr. Thompson:

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

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

Sincerely,

Chris Tinto Vice President TOYOTA MOTOR NORTH AMERICA, INC.

CT:cs Enclosure

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

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

Response 1.

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

Engine	Drive						
type		Manual		Automatic		Total	
type	type	5-speed	6-speed	4-speed	5-speed		
2TR-FE	2WD	11,255	0	29,423	0		
(4 cylinder)	4WD	8,101	0	0	0	165,822	
1GR-FE	2WD	0	2,712	0	56,640	105,822	
(6 cylinder)	4WD	0	9,090	0	48,601		
			Tabla 1				

Table 1

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

Response 2.

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

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

Response 3.

The requested FORM 12 is provided as Attachment 2

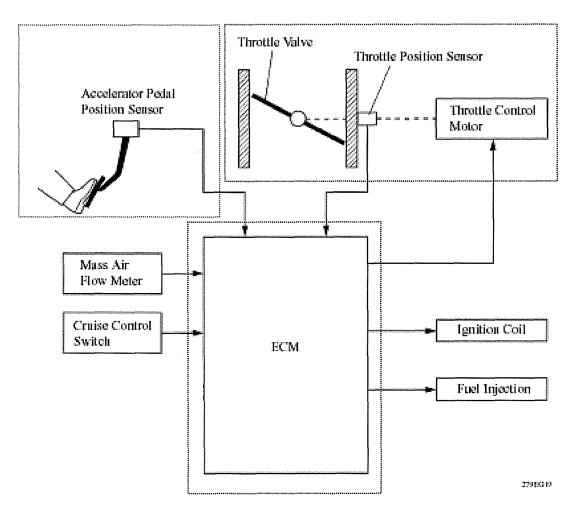
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Attachment 1-1 Page 1 of 3

<u>Test data for FMVSS No.124 Compliance Test</u> <u>Vehicle Model: 2007 Toyota Tacoma</u>

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

Figure 1: Electronic Throttle Control System



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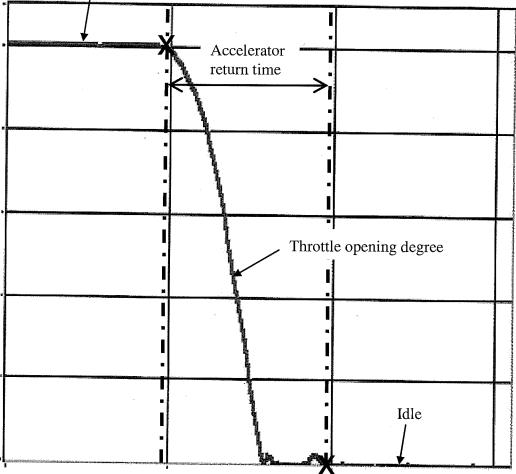
The compliance confirmation result for each component is submitted as Attachments 1-2 through 1-4. In addition, a summary of the confirmation for each component is shown in Table 1.

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

Table 1: Contents of confirmation for each component

How to measure accelerator return time

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



Example of measurement result



Technical Report Summary

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

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

- 1. Purpose : The purpose of this test is to investigate conformity of the 2003 model GX470 to FMVSS 124.
- 2. Conclusion : The 2003 model GX470 conforms to the performance requirements of FMVSS 124.

Test results (Summary): 3.

- (1) Test conditions
 - (a) Test date : August 1, 2002
 - (b) Test part : Pedal, Module Accelerator (78120-60350)
- (2) Test result

Return time*1

Return	Return time*1 m sec					
Return spring		Low temperature test		Normal temperature test		
condition		(temp: -40 °C)		(temp: 25 °C)		
	Pedal release operation	Normal	Abnormal*2	Normal	Abnormal*2	Pass or Fail
	spring	96	70	85	70	Pass
	r spring onnected	90	90	97	88	Pass

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

*2: The operator releases the accelerator pedal by sliding his foot to the side from the W.O.T. position.

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

Technical Report Summary

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

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

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

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

3. Test results (Summary) :

- (1) Test conditions
 - (a) Test date : April, 2003
 - (b) Test part : 22030-31010 (BODY ASSY, THROTTLE W/MOTOR) CCC21 type

(2) Test result

Return time*1

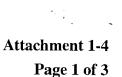
		III sec		
Throttle body condition	Low temperature test (temp: -40°C)	Normal temperature test (temp: 25°C)	Pass or Fail	
Shut down current to throttle control motor *2	620	196	Pass	
Throttle return spring disconnected	131	184	Pass	

maaa

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

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

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



Technical Report Summary

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

- 1. Purpose : The purpose of this test is to investigate conformity of the 2005 model Prius to FMVSS 124
- 2. Conclusion : The 2005 model Prius conforms to the performance requirements of FMVSS 124

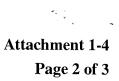
3. Test results (Summary):

- (1) Test conditions
 - (a) Test date : April 12 and 13, 2004
 - (b) Test part : Computer, Engine Control (89661-47100)
- (2) Test result

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

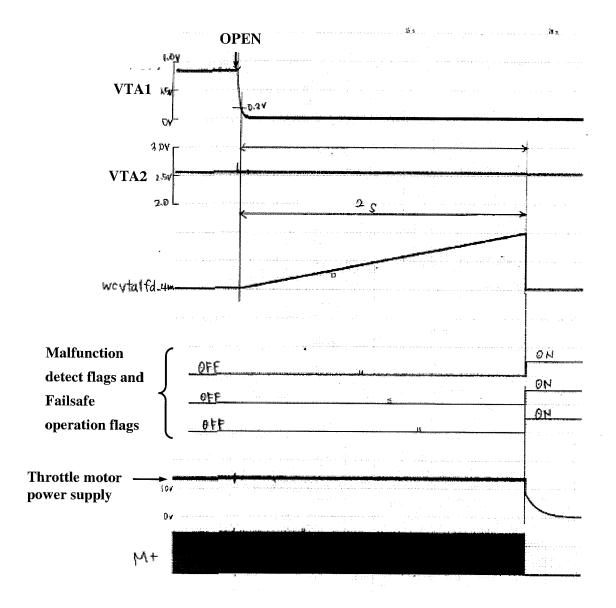
Comment : Part of the fail-safe operation charts of is attached to the next page for your reference.

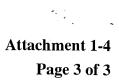
The 2007 model Tacoma can be carried over from the 2005 model Prius for accelerator control performance.



Fail-safe operation timing chart

VTA1 Throttle Position Sensor Circuit Open





Fail-safe operation timing chart ECM Internal Circuit Open

		e na linnan ani na safati sa sa sa sa sa	50~5	
CPU control timing pulse				
CPU reset signal	OPEN			
Malfunction detect flag				
Throttle motor power supply				
Throttle motor operation signal				
l		.	a and a second and a second	

Attachment 2 Page 1 of 3 FORM 12 10/24/2003

VEHICLE INFORMATION/TEST SPECIFICATIONS FMVSS 124 - Accelerator Control Systems

Requested Information:

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

Response 1.

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

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

Response 2.

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

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

Response 3.

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

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

Response 4.

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

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

Response 5.

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

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

Response 6.

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

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

Response 7.

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

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

Response 8.

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

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

Response 9.

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

10.) If fuel delivery rate is used to demonstrate return to idle state, provide:

- A. The method used to measure this signal i.e. connection to standard SAE J1587 data bus.
- B. Equipment required to measure signal.
- C. Fuel rate signal output range at the idle state.

Response 10.

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

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

Response 11.

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

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

Response 12.

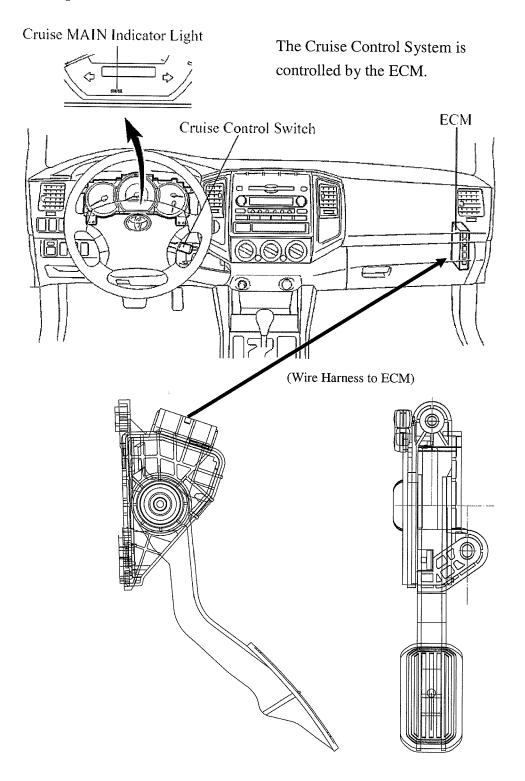
The method for recording engine RPM is provided as Attachment 10.

Attachment 3 Page 1 of 2

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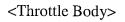
Accelerator Control System

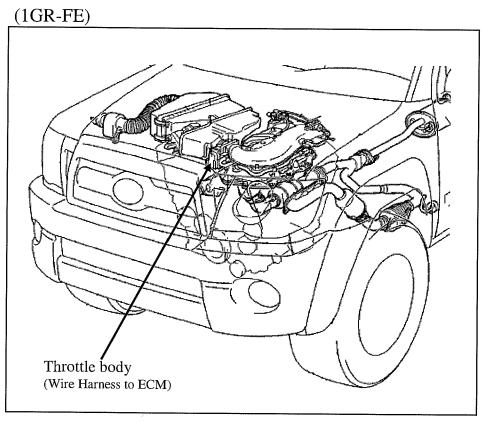
<Accelerator pedal>

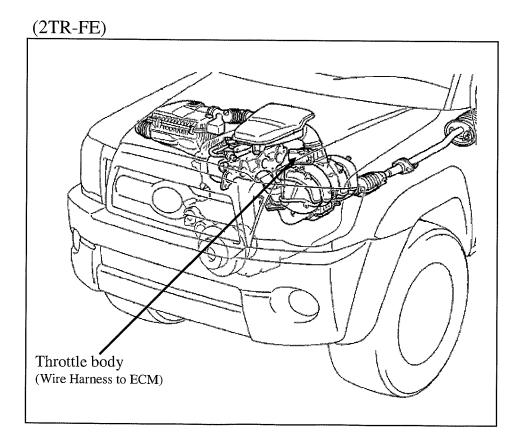


Attachment 3 Page 2 of 2

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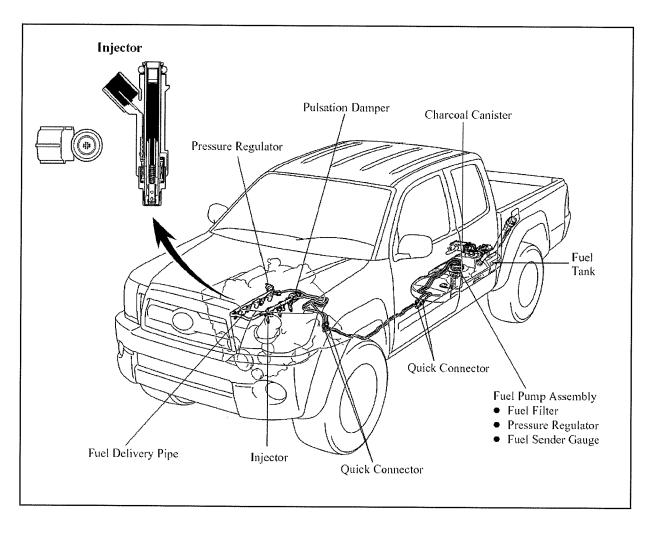




Attachment 4 Page 1 of 2

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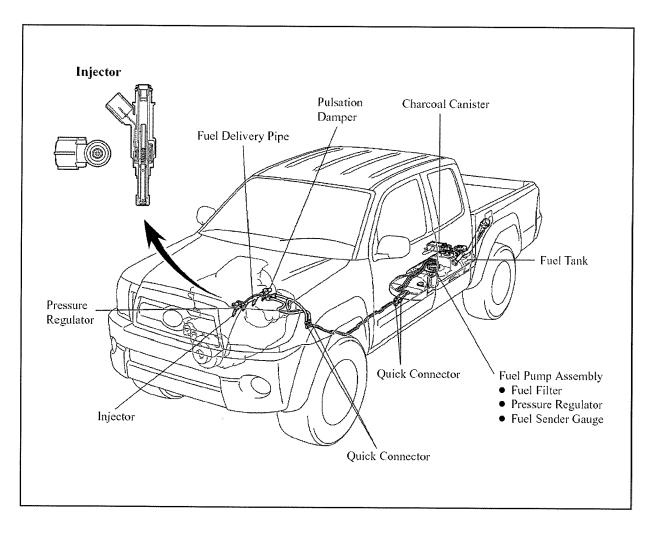
Fuel system for the 2007MY Tacoma (1GR-FE)



Attachment 4 Page 2 of 2

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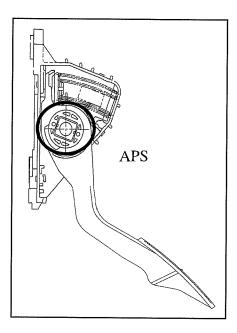
Fuel system for the 2007MY Tacoma (2TR-FE)



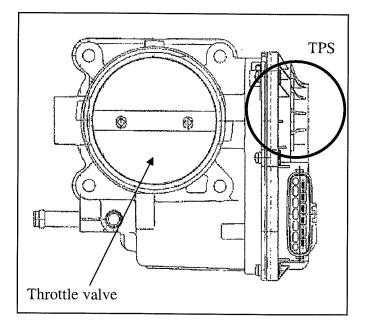
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Components of the Accelerator Pedal Position Sensor

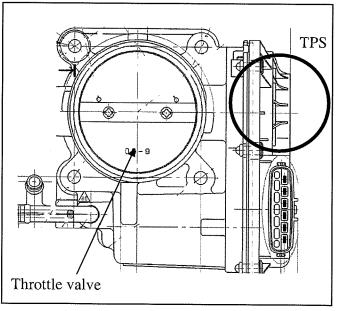
(A) Accelerator Pedal Position Sensor (APS)



(B) Throttle Position Sensor (TPS)(1GR-FE)



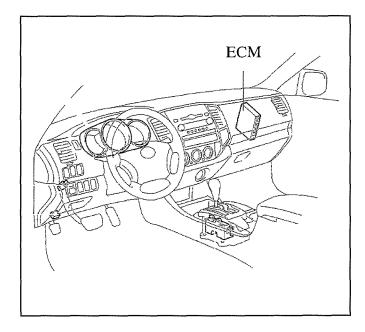
(2TR-FE)



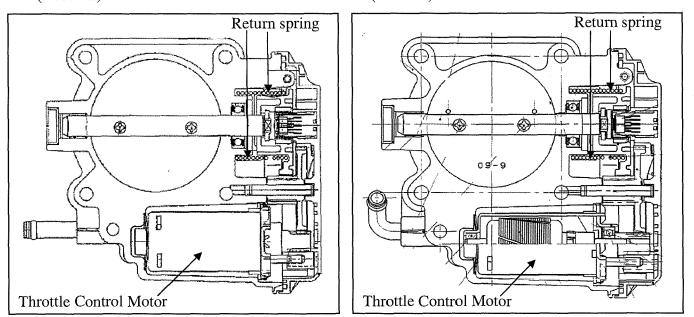
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Attachment 5 Page 2 of 2

(C) Electronic Control Module (ECM)



(D) Air throttle plate actuator motor (Throttle Control Motor) (1GR-FE) (2TR-FE)



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

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

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

HINT:

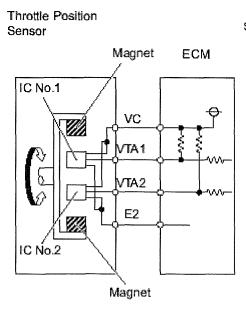
These DTCs relate to the Throttle Position (TP) sensor.

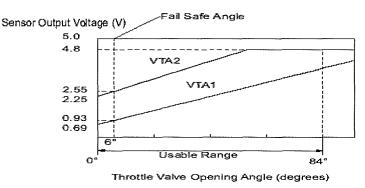
DESCRIPTION

This ETCS (Electronic Throttle Control System) does not use a throttle cable. The Throttle Position (TP) sensor is mounted on the throttle body, and detects the opening angle of the throttle valve. This sensor is a non-contact type, and uses Hall-effect elements, in order to yield accurate signals, even in extreme driving conditions, such as at high speeds as well as very low speeds.

The TP sensor has two sensor circuits which each transmits a signal, VTA1 and VTA2. VTA1 is used to detect the throttle valve angle and VTA2 is used to detect malfunctions in VTA1. The sensor signal voltages vary between 0 V and 5 V in proportion to the throttle valve opening angle, and are transmitted to the VTA terminals of the ECM.

As the valve closes, the sensor output voltage decreases and as the valve opens, the sensor output voltage increases. The ECM calculates the throttle valve opening angle according to these signals and controls the throttle actuator in response to driver inputs. These signals are also used in calculations such as air-fuel ratio correction, power increase correction and fuel-cut control.





Note:

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

Between 10 % and 24 %: Throttle valve fully closed Between 66 % and 96 %: Throttle valve fully open Approximately 19 %: Fail-safe angle (6°)

Attachment 6-1

Page 2 of 3

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

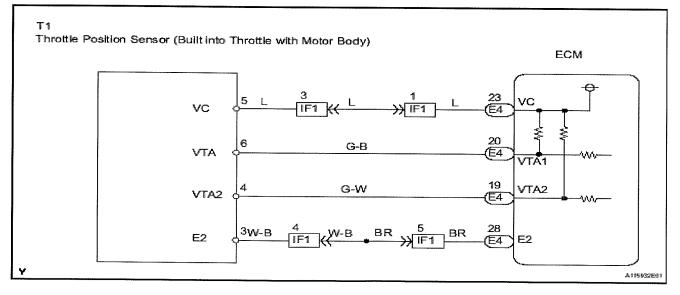
HINT:

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

Reference (Normal Condition)

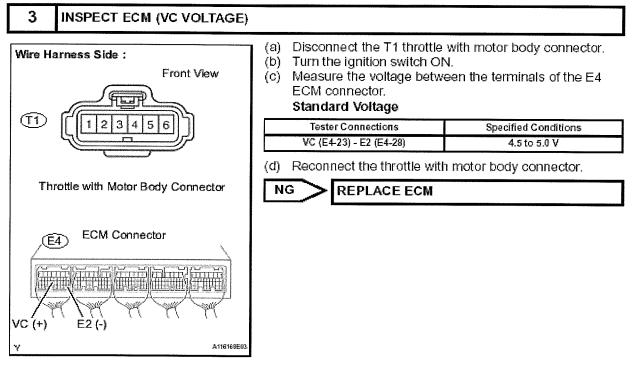
Tester Display	Accelerator Pedal Fully Released	Accelerator Pedal Fully Depressed
THROTTLE POS	10 to 24 %	64 to 96 %
THROTTLE POS #2	2.1 to 3.1 V	4.5 to 5.0 V

WIRING DIAGRAM

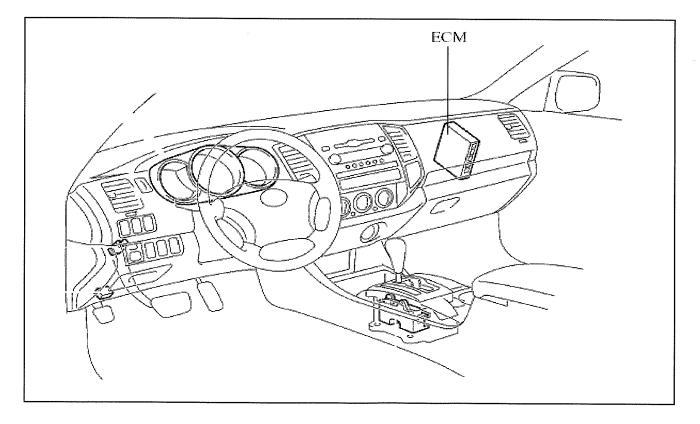


Attachment 6-1

Page 3 of 3



Layout of ECM



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

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

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

HINT:

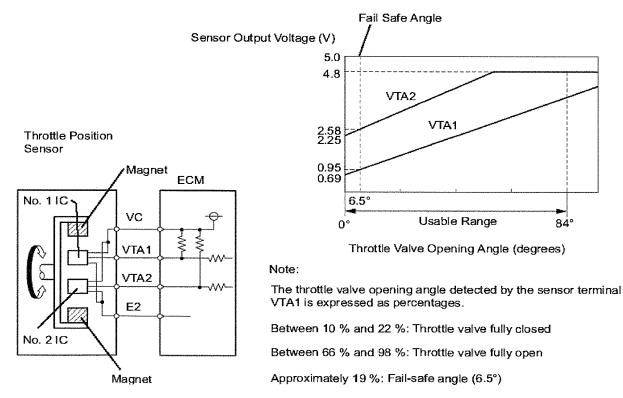
These DTCs relate to the Throttle Position (TP) sensor.

DESCRIPTION

HINT:

The Throttle Position (TP) sensor is mounted on the throttle body, and detects the opening angle of the throttle valve. This sensor is a non-contact type, and uses Hall-effect elements, in order to yield accurate signals, even in extreme driving conditions, such as at high speeds as well as very low speeds. The TP sensor has two sensor circuits which each transmits a signal, VTA1 and VTA2. VTA1 is used to detect the throttle valve angle and VTA2 is used to detect malfunctions in VTA1. The sensor signal voltages vary between 0 V and 5 V in proportion to the throttle valve opening angle, and are transmitted to the VTA terminals of the ECM.

As the valve closes, the sensor output voltage decreases and as the valve opens, the sensor output voltage increases. The ECM calculates the throttle valve opening angle according to these signals and controls the throttle actuator in response to driver inputs. These signals are also used in calculations such as air-fuel ratio correction, power increase correction and fuel-cut control.



Attachment 6-2

Page 2 of 3

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

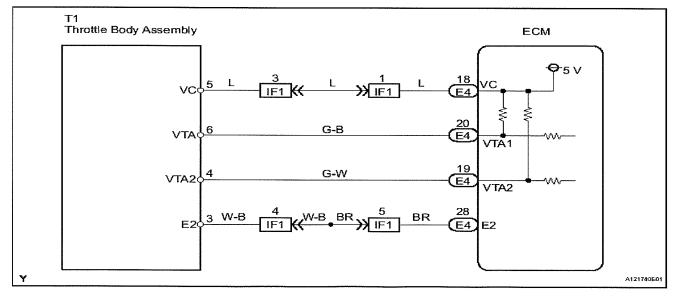
HINT:

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

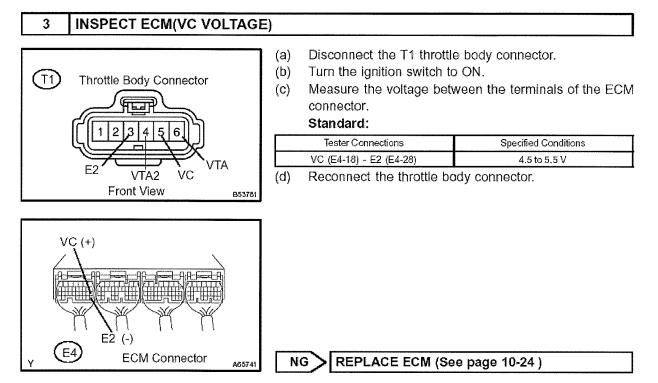
Reference (Normal condition):

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

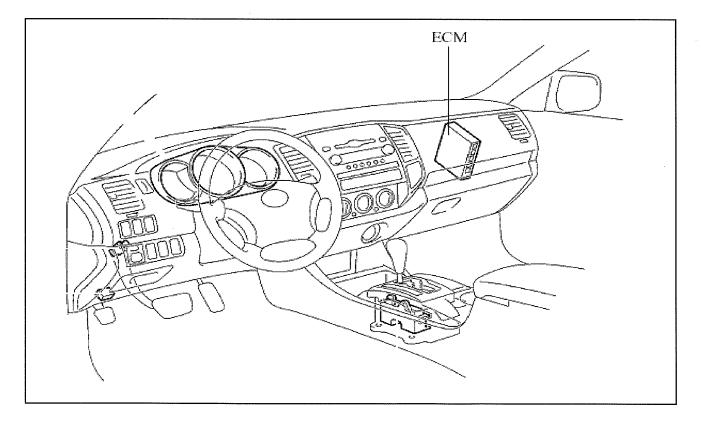
WIRING DIAGRAM



Attachment 6-2



Layout of ECM



Attachment 7-1

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

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

How to remove the energy source of Throttle Body Assembly

Energy source1 (Return spring):

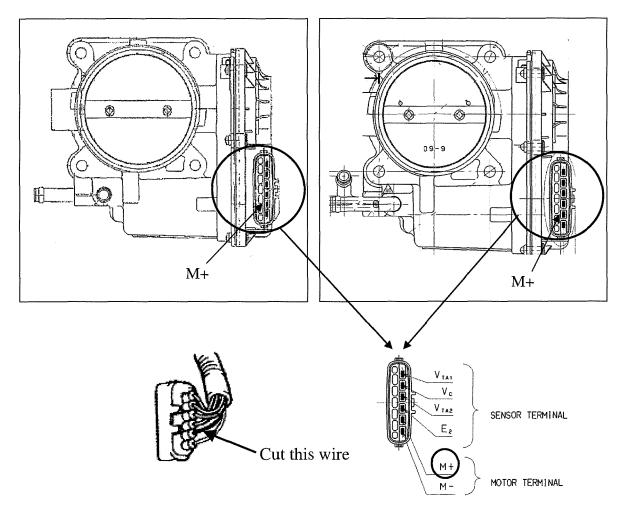
The spring inside the throttle body is not possible to cut or remove.

Energy source2 (Throttle control motor):

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

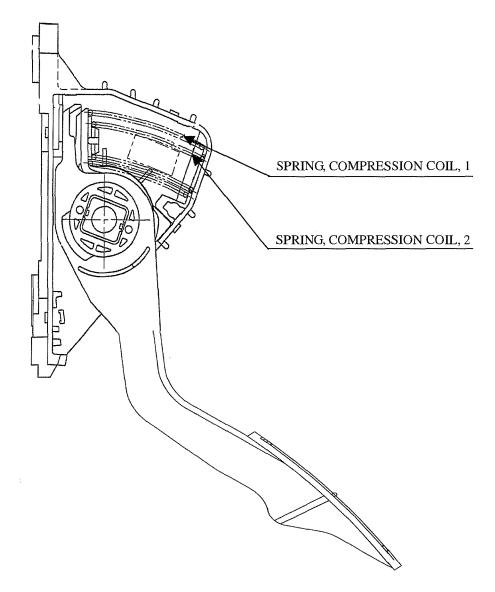
(1GR-FE)





Energy source of the Accelerator Pedal Assembly

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

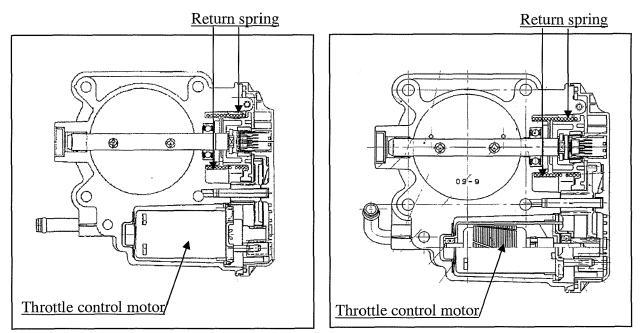


Energy source of the Throttle Body Assembly

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

(1GR-FE)

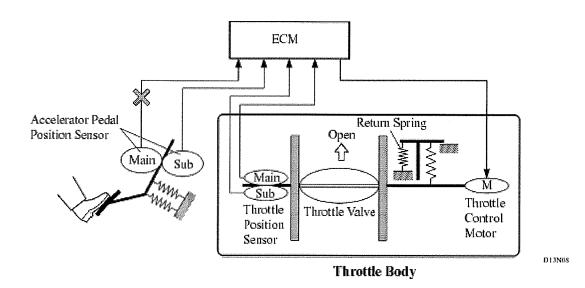




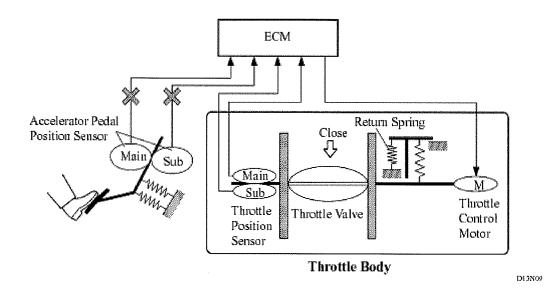
Fail-safe of the Accelerator Pedal Position Sensor

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

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



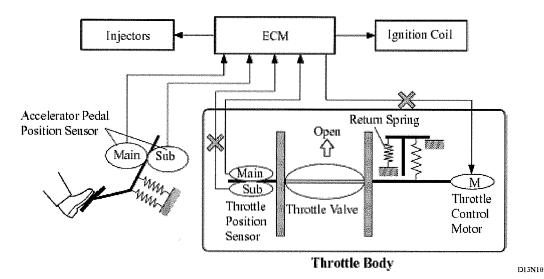
- If both circuits malfunction, the ECM detects the abnormal signal voltage from these two sensor circuits and discontinues the throttle control. At this time, the vehicle can be driven within its idling range.



Fail-safe of the Throttle Position Sensor

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

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



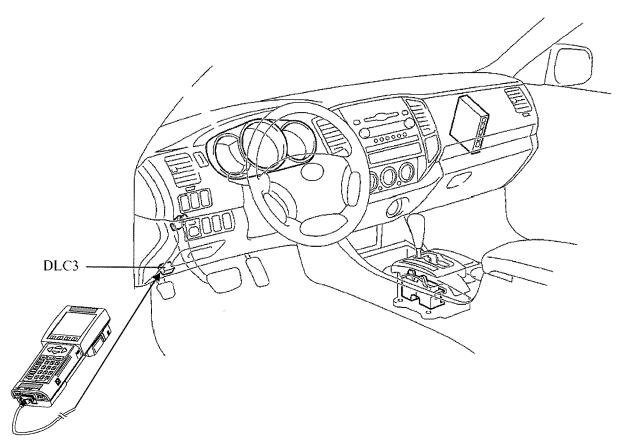
Instructions Regarding Engine RPM Recording

Equipment: Diagnostic Tester (Part number 0200-2309) Procedure:

(1) Connect the diagnostic tester to the DLC3 (Date Link Connector 3 (i.e.; ODB II connector)).

(2) Start engine.

(3) Check the engine speed status on the tester screen.



Diagnostic tester

KCRA.com

Owners Report Problems With Toyota Tacomas

Foresthill Man Says His Truck Lunges

POSTED: 5.56 am PDT November 1, 2007 UPDATED: 3.08 pm PDT November 1, 2007

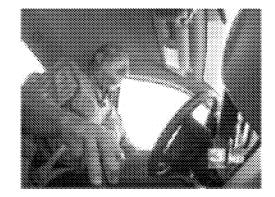
FORESTHILL, Calif. -- Days after taking ownership of a 2007 Toyota Tacoma, Foresthill resident Victor Downin noticed a serious problem with the vehicle surging.

He said acceleration of the truck was sudden and it was difficult to control.

A Call 3 consumer investigation found that Downin is not the only person to experience such problems.

The trouble with Tacomas is so widespread that federal traffic safety investigators are now looking into complaints.

Related To Story



CALL 3 INVESTIGATION

- Slideshow: Read Complaints About Tacoma
- Document: Tacoma Complaints

Downin said he does not like driving the truck, calling it "uncomfortable." He said he sees the problem when shifting from fourth to fifth gear, noting that the truck lunges.

He said that other times, the truck wants to "keep going" as he tries to slow down when coming off a freeway.

So far this year, 20 complaints related to Tacomas have been filed with the National Highway Traffic Safety Administration.

Joan Claybrook, former director with the NHTSA, called the problem a potential defect of "significant proportions."

Downin said he tried to work directly with a local Toyota dealership to solve the problem, but representatives of the dealer told him there is little they can do.

Downin filed a complaint with the NHTSA.

Tonight on KCRA 3 Reports at 11 p.m., learn more about what happened when Downin tried to return his truck to the dealer.

Plus, another Tacoma owner will talk about how he feels he is lucky to be alive after his truck suddenly accelerated.

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Owners Report Problems With Toyota Tacomas - KCRA News Story - KCRA Sacramento#

Page 1 of 4

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Owners Report Problems With Toyota Tacomas

Foresthill Man Says His Truck Lunges

POSTED: 5:58 am PDT November 1, 2007 UPDATED: 6:41 am PDT November 2, 2007

67 - 1 - 10 - 10 - 10 - 10 - 10 - 10 - 10	<u>a</u> to <u>ii</u> . (33
FORESTHILL, Calif A grow	ving number of people
are complaining about their 2007	Toyota Tacomas.

Problems with the vehicle include a sudden acceleration, even when drivers said they pressed on the brakes.

Working with NBC station WSMV of Nashville, Tenn., KCRA 3's Lynsey Paulo found more than 20 complaints about the Tacoma have been filed with the National Highway Traffic Safety Administration, and a federal investigation into the problem is now under way.



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- Forum: Do You Have A Tacoma Complaint?
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- Document: Tacoma Complaints

Victor Downin of Foresthill has a fully loaded 2007 Tacoma and said he is afraid to drive it.

"I really don't like driving the car," Downin said. "It's uncomfortable."

Shortly after driving his Tacoma off the car lot, he noticed it had a surging problem.

"As you can tell, when I shift from fourth to

fifth gear, the RPM stays up ... and it makes it lunge ... and other times when you decelerate coming off a freeway it will tend to want to keep going," Downin said.

Frank Visconi of Dover, Tenn., crashed his 2007 Toyota Tacoma after it suddenly accelerated.

"It brings back some real bad memories," Visconi said.

While traveling down a highway this summer, Visconi hit the brakes, but the truck did not slow

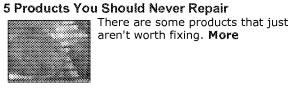
Owners Report Problems With Toyota Tacomas - KCRA News Story - KCRA Sacramento

1	
Sacramento Jobs	
Get Coupons	down.
Legal Center Real Estate	"I was stretched out as far as I could, and it just wouldn't stop," Visconi said.
Travel	T was succeded out as far as reould, and it just wouldn't stop, viscom said.
Weddings	The next thing he knew, he was in a rollover accident, with his truck crashing down an embankment.
About KCRA 3	"What was going through my mind was, 'I am dying today," Visconi said. "'I am going to die."
TV Listings	
KCRA 3 News Team	In Boston, Mass., another Tacoma owner claims her truck took off as if it had a mind of its own.
In Your Community	
50th Anniversary	"I just accelerated like normal to pass someone and the truck just surged forward out of control," Alex Pratt said. "I was pressing the brake as hard as I could."
Advertise	Alex I fait said. I was pressing the blace as hard as I could.
Contact KCRA 3 My58	Former NHTSA director Joan Claybrook reviewed complaints received this year regarding Tacomas.
Feedback	"I think what you have uncovered here is a safety defect of significant proportions," Claybrook said.
Desktop Alerts	
E-mail Sign Up	NHTSA has confirmed it will begin testing the Toyota Tacoma acceleration system.
Premium Weather	
RSS	"I am sure Toyota knows what the problem is and they don't want to deal with it," Claybrook said.
Yellow Pages	Toyota spokesman Bill Kwong said, "Once NHTSA notifies us of a preliminary investigation, we
a	will submit all in-house data. It's an open book."
	1
	Downin tried to work directly with the local Toyota dealership to solve his problem.
👝 School 🗤 🕬 🌘	"I come back the next day, and they say there is nothing they can do with it, that's just the way it is designed (to) energy "Downin soid
······································	designed (to) operate," Downin said.
Learning	Downin took his truck to three different Toyota dealerships for an inspection. All three told Downin
[Maters]	his Tacoma was operating as designed.
YOUR	"I don't know of anybody else that has to live with buying something new and people telling them
on KCRA	it malfunctions but you have to get used to it," Downin said.
	Downin took his complaints to the California Dispute Settlement Program but said he did not get
KCRA	anywhere.
Suma States	"Both the Toyota man and the arbitrator saw the problem and realized it was there," Downin said.
<u></u>	Again, a surging problem was noted but deemed normal operating procedure.
SAVE \$50+	A document from the CDSP soid "there was a slight indian motion falt when the transmission
GROCERY	A document from the CDSP said, " there was a slight jerking motion felt when the transmission engaged into fifth gear."
COUPONS	
	"There was no indication the vehicle was out of control," Downin said. "I just gave up. I could see
INTERNET SAFETY	where I was fighting a losing battle."
	Downin filed a report with NHTSA.
	"I think the problem should be known so other people den't get study the way. I am " Dennis added
	"I think the problem should be known so other people don't get stuck the way I am," Downin added.
	Downin is now waiting for results from the NHTSA investigation.
ttp://www.kcra.con	n/station/14478369/detail.html 11/2/200
	TOY-RQ-000254

For the second part of this story, watch KCRA 3 Reports at 11 p.m. Friday.

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Bcc: [-]	
Subject: RE: Opening resume.	
We got it	
Thanks sir.	
Best Regards, Chris	
Chris Tinto	
Vice President, Technical and Regulatory Affairs, Safety	
Toyota Motor North America, Inc. 601 13th St. NW	
Suite 910 South Washington, DC 20005	
Phone (202) 463-6824 NEW CELL NUMBER - (202) 412-7822	
email: Chris_Tinto@tma.toyota.com	
<scott.yon@dot.gov></scott.yon@dot.gov>	
01/31/2008 03:36 PM To <ctinto@tma.toyota.com>, <csantucci@tma.toyota.com></csantucci@tma.toyota.com></ctinto@tma.toyota.com>	
cc <jeff.quandt@dot.gov> Subject RE: Opening resume</jeff.quandt@dot.gov>	
Can you please confirm receipt of this message?	
Attached are the documents related to the petitioner's complaint and petition letter, fyi. I'll send the I	BASAP
Regards,	
Scott	
From: Johnson, Valencia <nhtsa> Sent: Thursday, January 31, 2008 3:06 PM</nhtsa>	
To: CTinto@tma.toyota.com Cc: Quandt, Jeff <nhtsa>; Yon, Scott <nhtsa></nhtsa></nhtsa>	
Subject: Opening resume	
FYI – Please see the attached opening resume. Thank you	

ODI#:	10216086			Referral Source:		Num. Injured:	Prop	erty Damage:
Received Date:	18-JAN-2008	Incident Date:	05-JAN-2008	Crash	Ν	Num Occurrences:	1	Police Report:
Description:	2006 TOYOTA TACOMA. 200 ACCELERATION. CONSUMER BE ISSUED FOR THIS PROBLE THE CONSUMER STATED HE F HIS VEHICLE. *JB SEE ALSO	IS ASKING THAT A FOR M ON THESE VEHICLE EXPERIENCED SUDDE	ORMAL INVESTI(S. *KB□	GATION	Ν	Num. Deaths:		Confidential:
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Title:		Address:		Zip Code	:	Evening Phone:	Country	/ Phone Code:
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Org.:		State:	MONTANA	Daytime Phone		Fax:		
oduct Informa	tion							
Vehicle Inform	ation							
Product:	Product Type :VEHICLE Pro Manufacturer :TOYOTA MO Model :TACOMA Model Yea	TOR CORPORATION	Make :TOYOTA		Failure Mileage:	24500	Antilock Brakes:	Y
VIN	5TEUU42N26Z	Orig	jinal Owner:	Ν	Body Style:		Speed:	
# of Cylinders:	6		Engine Size:	4.0	Fuel Type:	GAS	Powertrain:	4 WHEEL DRIV
Cruise Control:	Υ	Ve	ehicle Usage:		Purchase Date:	10-MAY-2006	Fuel System:	FUEL INJECTIC
	25571		ission Type:	AUTOMATIC				

CL-10216086-5377

720 Hauser Blvd. Helena MT 75960 N 18 AM 9: 31 January 10, 2008

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

To Whom It May Concern:

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

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

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

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

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

TOY-RQ-00029433

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

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

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

Cordially,

10-

William C. Kronholm <u>w.kronholm@bresnan.net</u> 406-457-8246

	nation	****							
ODI#:	10214130			Referra	l Source:	INTERNET	Num. Injured:	0	Property Damage:
Received Date:	07-JAN-2008	Incident Date: 0)5-JAN-2008		Crash:	Ν	Num Occurrences:	2	Police Report:
Description:	THE VEHICLE EXPERIENCED ACCELERATIONS WITHIN AN HIGHWAY. I TURNED INTO A ON A SNOW-SLICKED ROAD AT SLOW SPEED, ABOUT 5 N SUDDENLY ACCELERATED A TO KEEP IT FROM RUNNING ENGAGING, THE CAR STILL I BEFORE I WAS ABLE TO STO AN HOUR LATER WHEN I AR A CURVED, GRAVEL DRIVEW TOTAL DISTANCE TO BE TRA THE TURN, I HAD TRAVELED (IDLING POWER WAS ALL TI GAS WAS APPLIED). THE VE I HAD TO STAND ON THE BR REAR TIRES SPUN AND THR THE GRAVEL SURFACE, BEFU FOLLOWING MONDAY, I TOW WERE UNABLE TO FIND ANY THEY WERE OPENING A CAS HOPED TO GAIN MORE INFO	BOUT TWO HOURS. THE A PULLOUT TO ALLOW A WHILE TURNING BACK MPH, TAPPING ON MY BF ND I WAS FORCED TO S AWAY. BECAUSE OF TH MADE IT 3-4 FEET INTO DP. THE SECOND INCIDE RIVED HOME. I WAS BA AY TOWARD A TUCK-UI AVELED WAS ABOUT 30 D ABOUT 20 FEET WITH I HAT WAS NEEDED TO B HICLE SUDDENLY LURCH LAKES WHILE THE ENGIN EW GRAVEL, DIGGING 3 ORE I WAS ABLE TO TU OK THE TRUCK TO MY OK THE TRUCK TO MY OF FILE WITH TOYOTA C DRMATION FROM THE M	FIRST WAS C FASTER CAR TOWARD THI XAKE PEDAL, 1 XTAND ON THE E ANTI-SKID THE TRAFFIC ENT OCCURRE CKING THE TR NDER GARAGE FEET. EASING MY FOOT ON 1 ACK DOWN AT HED BACKWAF IE REVVED AN -4 INCHES DE RN OFF THE EL OYOTA DEALE DN THE INCIDE	DN THE TO PASS E HIGHWAY THE CAR BRAKES BRAKES DABOUT RUCK DOWN E. THE DOWN IN THE BRAKE T -2 MPH; NO RDS. AGAIN, ID THE EP INTO NGINE. THE ER. THEY M, BUT SAID ENTS AND	Fire:	Ν	Num. Deaths:	0	Confidential:
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City: HELENA

Country: US

Fax: 406-449-4158

Email:

From: <scott.yon@dot.gov>. Sent:2/5/2008 6:37 AM.</scott.yon@dot.gov>
To: [-] <csantucci@tma.toyota.com>.</csantucci@tma.toyota.com>
Cc: [-] <ctinto@tma.toyota.com>;<jeff.quandt@dot.gov>. Bcc: [-] .</jeff.quandt@dot.gov></ctinto@tma.toyota.com>
Subject: RE: Opening resume.
Hi Chris,
Can you confirm receipt please?
Attached are two Adobe files; one contains the 32 VOQs (Petitioner's report included also) noted in the resume and the other contains a correspondence provided by the Complainant on VOQ 10152011 (this is the only image file we have for these 32 reports at this time).
I am working of the IR letter and will send it ASAP.
Thanks,
Scott
From: CSantucci@tma.toyota.com [mailto:CSantucci@tma.toyota.com] Sent: Thursday, January 31, 2008 5:49 PM
To: Yon, Scott <nhtsa> Cc: CTinto@tma.toyota.com; Quandt, Jeff <nhtsa></nhtsa></nhtsa>
Subject: RE: Opening resume
Scott,
Can you also provide the 31 VOQ's that are referenced in the "Other" category of the opening resume? All that is attached to your email are documents related to the petitioner only.
Regards,
Chris Santucci- Assistant Manager Technical and Regulatory Affairs Toyota Motor North America, Inc. Ofc (202) 463-6856 Cell (202) 651-1581 Fax (202) 463-8513 email: Chris_Santucci@tma.toyota.com
Note: We cannot receive attachment extensions listed below.

.exe, .com, .pif, .scr, .cmd, .bat, .vbs, .lnk, .htm, .html, .shs, or .zip

<Scott.Yon@dot.gov>

01/31/2008 03:36 PM

То

<CTinto@tma.toyota.com>, <CSantucci@tma.toyota.com>

cc <Jeff.Quandt@dot.gov>

Subject RE: Opening resume

Can you please confirm receipt of this message?

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

Regards, Scott

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

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

US. Department of Transportation Vehicle Owner's Questionnaire To Report Vehicle Safety Defects 1-888-DX5H-2-DOT (1-888-327-4236) Date Received Repository □ National Highway Traffic Safety INTERNET:www.nhtsa.dot.gov/hotline Defects 06-MAR-2006 Integrates No. 1015901 OWNER INFORMATION (Type or Print) Davime Telephone Number E-mail Address Ister of Owner State Co Zip Code Evening Telephone Number E-mail Address Vehicle Identification Number to a copy of this report to the manufacturer of your vehicle manufacturer. Signature of Owner Date // Vehicle Identification Number tocated at bottom of windshield on driver's site To Yort A Model Model Date Purchased Date Purchased BURT TOYOTA 303-789-6566 Desler's Name and Telephone Number EXERVADVS Fuel Type: No: Cylinders <u>4</u> Fuel Type: Gas Original Owner Date Course Control Antilock Brakes Powertrain 4 WHEEL DRIVE State Zip Code 8013-6767 Fuel Type: No: Cylinders <u>4</u> Gas Original Owner Date Course Control Failure Speed 12 Powertrain 4 WHEEL DRIVE Vehicle Component Code 12 Failure Speed 12 Failure Speed 12 Failure Speed 12 Tire State (Example P215/65R15) Failure Speed 12 Failure Speed 12 Failure Speed 12 Failure Speed 12 Failure Speed 12 <)T Auto Sa	afety	Hotline			FC	OR AGENCY USE ONI	Y 10	00148
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In the absence of an autorization. NHTSA WILL NOT provide your name or address to the vehicle manufacturer. Separature of Owner VEHICLE INFORMATION VEHICLE INFORMATION Notel Account of the intervent of the	City BRECKENF	RIDGE			State	ю	Zip Code						
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STEPX42NX63 TOYOTA TACOMA 2006 Date Purchased 23.JAN-06 Dealer's Name and Telephone Number BURT TOYOTA Engine: No: Cylinders 4 Fuel Type: Gas Origing Owner Dealer's Name and Telephone Number ENSERWOOD State ZIp Code (S13.4767) Fuel Type: Gas Tansmission Type Antiock Brakes Powertrain Vehicle Component Code (S13.4767) No: Cylinders 4 Fuel Type: Gas MANUAL Cruise Control 4 WHEEL DRIVE Multiple Failure: 1 Failure Speed 12 Indident Date(s) Failure Mileage Failure Speed 12 Failure Speed 12 Failure Speed 12 Failure Speed 12 Make Tre Model (Name or Number) Tire Size (Example P215/65R15) For Graph Repair Failure Speed 12 Failure Location: Free Component Code Tire Failure Type ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE Abse: Dete Manufactured: Model No./Name: Model No./Name: Field Environment Code: Faile Environment Code: Tire Failure Type Failure Speed 10 Failure Type Component Code: Faile Pailure (Component Code: <td< td=""><td></td><td></td><td></td><td></td><td></td><td>VEH</td><td>ICLE INFOR</td><td>RMATION</td><td></td><td></td><td></td><td></td><td></td></td<>						VEH	ICLE INFOR	RMATION					
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DT*: THE CONTACT STATED WHILE DEPRESSING THE ACCELERATOR PEDAL, THE THROTTLE STICKS. AFTER THE THROTTLE STICKS, THE RPM'S RANGE HIGH AND DO NOT DECREASE. THE VEHICLE WAS TAKEN TO THE DEALER FOR INSPECTION. ALTHOUGH, THE DEALER KNEW THE PROBLEM PERSISTED WITH THE SPEED CONTROL AND THE ELECTRICAL SYSTEM, THE PROBLEM COULD NOT BE REMEDIED BY THE DEALER. THE high RPM "Sticky throttle is electronically related. The accellorator Ordal itself does not stick, but rather the RPM'S do not come down once the pedalis released. They RPM's will stay what they were at when the Clutch was pushed in so as to shift gears. to instance, if clutch is depressed when shifting from 4th to 5th at 3,000 RPM, they will stay Here those drug. Include, if available: Police/Fire Department Report. Photos, and Repair Invoice. ATTACH ADDITIONAL SHFETS IE. 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 mendments. You are under no obligation to respond this questionnaire. Your response may be used to assist the NHTSA in determining whether a Manufacturer hould 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.	Please describe (1)) events leadi	ina up	to th	ne failure, (2)	failure	e and its cor	nsequences	s, and (3	3) what	was done to correct	the fa	ilure;
RPM'S RANGE HIGH AND DO NOT DECREASE. THE VEHICLE WAS TAKEN TO THE DEALER FOR INSPECTION. ALTHOUGH, THE DEALER KNEW THE PROBLEM PERSISTED WITH THE SPEED CONTROL AND THE ELECTRICAL SYSTEM, THE PROBLEM COULD NOT BE REMEDIED BY THE DEALER. The high RPIM "Sticky throattle is electronically related. The accellorator Ordalitself does not stick, but rather the RPMs do not come down once the predalis released. They RPM's will stay what they were at when the Clutch was pushed in so as to shift gravs. for instance, it clutch is deprested when shifting from 4th to 5th at 3,000 RPM, they will stay there that down they include, if available: Police/Fire Department Report, Photos, and Repair Invoice. ATTACH ADDITIONAL SHEETS IE 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 mendments. You are under no obligation to respond this questionnaire. You response may be used to assist the NHTSA in determining whether a Manufacturer hould take appropriate action to correct a safety defct. If the NHTSA proceeds with administrative enforcement or iltigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.							ERATOR PEI	DAL. THE T	HROTTI	LE STIC	S. AFTER THE THR	OTTLE	STICKS, THE
The high RPM "sticky throttle" is electronically related. The accellorator Ordalitself does not stick, but rather the RPM's do not come down once the pedalss released. They RPM's will stay what they were at when the clutch was pushed in so as to shift gears. for instance, it clutch is depressed when shifting from 4th to 5th at 3,000 RPM, they will stay there that drop. Include. if available: Police/Fire Department Report. Photos, and Repair Invoice. Include if available: Police/Fire Department Report. Photos, and Repair Invoice. Include 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.	RPM'S RANGE HIGH	H AND DO NO	T DEC	REAS	SE. THE VEH	ICLE W	VAS TAKEN 1	fo the de <i>i</i>	aler fo	or inspi	ECTION. ALTHOUGH	I, THE	DEALER KNEW
Unen shifting from 47th to 5 th at 3,000 RPM, they will stay there that drop. Include, if available: Police/Fire Department Report, Photos, and Repair Invoice. he 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 mendments. You are under no obligation to respond this questionnaire. Your response may be used to assist the NHTSA in determining whether a Manufacturer hould take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, ir a statistical summary thereof, may be used in support of the agency's action.	THE PROBLEM PER	SISTED WITH	・ イント イント	SPEE	CONTROL			al system	M, THE I		m COULD NOT BE RE	\mathbf{z}_{α}	D BY THE DEALER.
Unen shifting from 4th to 5th at 3,000 RPM, they will stay there that drop. Include, if available: Police/Fire Department Report, Photos, and Repair Invoice. he 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 mendments. You are under no obligation to respond this questionnaire. Your response may be used to assist the NHTSA in determining whether a Manufacturer hould take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, ir a statistical summary thereof, may be used in support of the agency's action.	the hig	ットラ K PYY コン イ	7	5 <i>72</i> 6	ERY INI	5/11	e 15 0	$\frac{1}{1}$	or; ic Dn	ally i	PRIFA. II	R U	C-EITORAJOR
Unen shifting from 4th to 5th at 3,000 RPM, they will stay there that drop. Include, if available: Police/Fire Department Report, Photos, and Repair Invoice. he 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 mendments. You are under no obligation to respond this questionnaire. Your response may be used to assist the NHTSA in determining whether a Manufacturer hould take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, ir a statistical summary thereof, may be used in support of the agency's action.	pedal stsel,	4 <i>does</i> 1.	DUT .	57	EK, bu	t Ya	ThON T	the R	. 111	19 CTC 	OTOT COM	f A	own once
Unen shifting from 4th to 5th at 3,000 RPM, they will stay there that drop. Include, if available: Police/Fire Department Report, Photos, and Repair Invoice. he 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 mendments. You are under no obligation to respond this questionnaire. Your response may be used to assist the NHTSA in determining whether a Manufacturer hould take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, ir a statistical summary thereof, may be used in support of the agency's action.	the pedal 9	's relea	sed		They RI	em's		Tay h	Inat	the	y were at	, un	ren Inc
Include, if available: Police/Fire Department Report, Photos, and Repair Invoice. ATTACH ADDITIONAL SHFFTS IF. NECESSARY he 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 mendments. You are under no obligation to respond this questionnaire. Your response may be used to assist the NHTSA in determining whether a Manufacturer hould take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, ir a statistical summary thereof, may be used in support of the agency's action.	clutch was	s puskec	d in	5	o as To	551	hitt J	ears.	ר אטר	hster	xe, it clut		e depresetta
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 mendments. You are under no obligation to respond this questionnaire. Your response may be used to assist the NHTSA in determining whether a Manufacturer hould take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, ir a statistical summary thereof, may be used in support of the agency's action.	when shift.	ny from	2710	4 70	5 44 01	43,0	000 891	m, the	Y W;	11 sta	y there thu	t dr	op.
mendments. You are under no obligation to respond this questionnaire. Your response may be used to assist the NHTSA in determining whether a Manufacturer hould take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, ir a statistical summary thereof, may be used in support of the agency's action.	Include, if available	e: Police/Fire	Depart	tmen	t Report, Ph	otos, a	and Repair Ir	ivoice.					
	amendments. You are u should take appropriate	under no obligat e action to corr	tion to rect a sa	respo afety	ond this questi defect. If the l	onnaire. NHTSA p	. Your respons proceeds with	se may be us	sed to ase	sist the N	HTSA in determining wi	hether a	a Manufacturer
OVE		, alor cor, may											
O^{VI}													
													Öv

TOY-RQ-00029514

Narrative Description of Incident(s), Failure(s), Crash(es), and Injury(ies) * Thase see た buing accia \mathcal{O} trun ADDITIONAL SHEETS IF NECESSARY ATPÁCH

U.S. Department of Transportation

National Highway Traffic Safety Administration

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

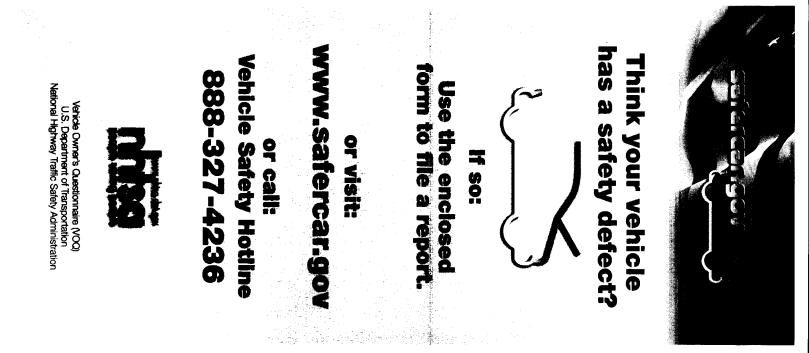
Official Business Penalty for Private Use \$300



PERMIT NO 73173 WASHINGTON, D.C.

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

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



NO POSTAGE

NECESSARY

IF MAILED IN THE UNITED STATES

03/15/2006 14:15:25]	ncident Report Breckenridge Pol						Page #:
To:	03/11/06 03/11/06 03/11/06	17:15 17:25 21:43			Description: File#:	Other Miscell 06-0749	aneous Repor		
Complainant: Address:			DOB: Race:	Age: Resident:		Location of Occu			
Address: City/State: , Phone:			Sex: Ethnic: Height: '0"	Hair: Eyes: Weight: 0	I	Address: Address: City/Cross Street	HWY 9 : BRECKENRID	GE / VA	LLEY BROOK
Employer: Address: Address: City/State: , Phone:			Occupation:						
Person(s) Involved:									
Type Name		I	OOB Address			ity/State		Pł	none
None						RECKENRIDG	E,CO		
Location: - HV	VY 9				Time Arrived				
Burglary Crimes					Time Cleared	1: 19:10			
Entry Method: Entry Point: Instrument: Inc. Activity:			Exit Point: Neighborhood: Safe Entered:						
							Inv A	Assgn:	
Referral: NONE Children: None Preser	nt						Inv I	Due:	
Evidence Taken: P	hoto: N	Fingerprint(s):	N Other: N				App	roved:	03/12/06
Status: Inactive	Exp. C	Ird. Status:	Status Dat	e: 02/07/02					
Investigator:	-						App	roved:	03/13/06
-	306 - ZER	NICKOW,SEAN							
• •		USCH,SCOTT	_				······································		
-		NICKOW, SEAN							
Records: 3	753 - GOI	BLE,ROBYN							
Addendum Codes: /	,								
Copies To: News Media									

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7

Name: Addr: Addr: City: Phone: SSN: OLN:	BRECKEN		ST: CO	Subject # 1 - No PROPERTY/VE		Age : Hght: Wght:	Male 36 - '0" 0	Ethn: Hair: Eyes: Skin: Face:	Unknown	
Plate #	State	Type VIN		Year <u>Make</u>	Model	Colors	Style	Reason		
	oss ^{/pe} Qnt	Make, Model, St	yle	Description		Ser	rial #	Value	Rec Date	Rec Value

Incident Narrative 06-0749

On 03/11/06 at about 6:45 PM, I, Officer Sean Zernickow, Breckenridge Police Department, was dispatched to 401 N. Ridge Street, on the report of a single car motor vehicle accident, which happened around 5:15 PM.

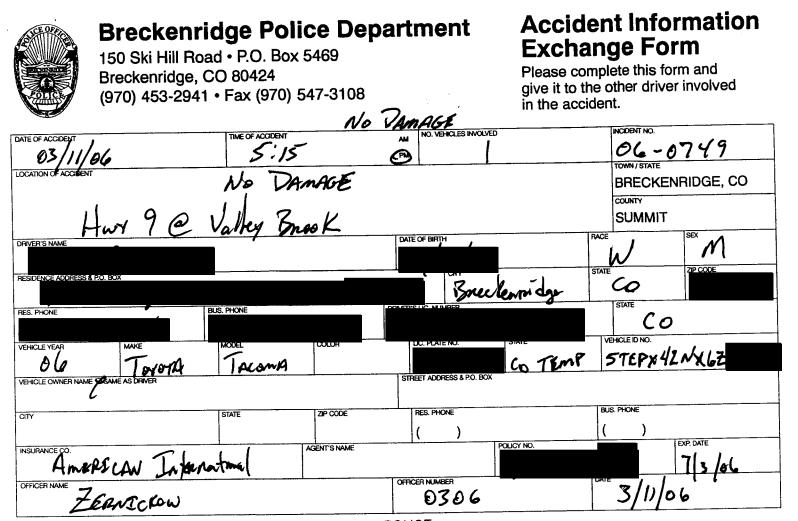
On arrival I spoke with **Sector** He said about 5:15 he was driving north on Highway 9 just past Valley Brook, when he went to shift his truck from fourth to fifth gear. He said when he depressed his clutch his RPM's "shot" up. He started to release the clutch and began to fish tail to the right. He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

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

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

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

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



POLICE

Complaint Inform	mation								-
ODI#:	10214130			Referra	l Source:	INTERNET	Num. Injured:	0	Property Damage:
Received Date:	07-JAN-2008	Incident Date:	05-JAN-2008		Crash:	Ν	Num Occurrences:	2	Police Report:
Description:	THE VEHICLE EXPERIENC ACCELERATIONS WITHIN HIGHWAY, I TURNED INT ON A SNOW-SLICKED RO AT SLOW SPEED, ABOUT SUDDENLY ACCELERATEL TO KEEP IT FROM RUNNI ENGAGING, THE CAR STI BEFORE I WAS ABLE TO S AN HOUR LATER WHEN I A CURVED, GRAVEL DRIV TOTAL DISTANCE TO BE THE TURN, I HAD TRAVEL (IDLING POWER WAS ALL GAS WAS APPLIED). THE I HAD TO STAND ON THE REAR TIRES SPUN AND T THE GRAVEL SURFACE, B FOLLOWING MONDAY, I WERE UNABLE TO FIND A THEY WERE OPENING A C HOPED TO GAIN MORE IN SEE ALSO 10216086 *DSY	ABOUT TWO HOURS. TH O A PULLOUT TO ALLOW AD. WHILE TURNING BAC 5 MPH, TAPPING ON MY D AND I WAS FORCED TO NG AWAY. BECAUSE OF IL MADE IT 3-4 FEET INT STOP. THE SECOND INCII ARRIVED HOME. I WAS F EWAY TOWARD A TUCK- TRAVELED WAS ABOUT 3 LED ABOUT 20 FEET WITH THAT WAS NEEDED TO VEHICLE SUDDENLY LURK BRAKES WHILE THE ENG HREW GRAVEL, DIGGING WEFORE I WAS ABLE TO T TOOK THE TRUCK TO MY NY DEFECT OR RECREAT CASE FILE WITH TOYOTA VFORMATION FROM THE	HE FIRST WAS A FASTER CAP CX TOWARD TH BRAKE PEDAL, STAND ON TH FHE ANTI-SKID O THE TRAFFIC DENT OCCURR ACKING THE T UNDER GARAG 0 FEET. EASIN 1 MY FOOT ON BACK DOWN A CHED BACKWA INE REVVED AN 3-4 INCHES DE URN OFF THE E TOYOTA DEAL TOYOTA DEAL ON THE INCID	ON THE R TO PASS HE HIGHWAY THE CAR IE BRAKES DRAKES CLANE ED ABOUT RUCK DOWN RUCK DOWN THE BRAKE T 1-2 MPH; NO RDS. AGAIN, ND THE EEP INTO SMGINE. THE EER. THEY M, BUT SAID DENTS AND	Fire:	Ν	Num. Deaths:	0	Confidential:
Consumer Inform	mation								
Title:	MR.	Address:			Zip Code:		Evening Phone:		Country Phone Code:
Name:		City:	HELENA		Country	UNITED STATES	Email:		
Org.:		State:	MONTANA	Dayti	me Phone:		Fax:		
Product Informa	tion								
Vehicle Inform	ation	<i>i</i>							
Product:	Manufacturer :TOYOTA	Product Category :LIGH MOTOR CORPORATION Year :2006 Type :TRUCH	Make :TOYOTA	<u>4</u>		Failure Mileage:	24500		Antilock Brakes: Y
VIN	5TEUU42N26Z	Oriș	ginal Owner:	Ν		-	PICKUP TRUCK		Speed: 3
# of Cylinders:	6		Engine Size:	4.0 L		Fuel Type:	GAS		Powertrain: 4 WHEEL DRIVE
Cruise Control:	Y	V	ehicle Usage:			Purchase Date:	10-MAY-2006		Fuel System: FUEL INJECTIO
	24571	Transm	ission Type:	AUTOMATIC					-
Current Mileage:									
-	180000 VEHICLE SPEED C	CONTROL							
-		CONTROL		Dealer Name:	HELENA M	OTORS			State: MT
<u>Component:</u> Dealer Type:		CONTROL			HELENA M 406-442-6				State: MT Zip Code: 59601

City: HELENA

Country: US

Fax: 406-449-4158

Email:

ODI#:	10212718			Referra	I Source:	INTERNET OTHER	SITE Num. Injured:	Pr	operty Damage:
Received Date:	26-DEC-2007	Incident Date: 20-	-DEC-2007		Crash:	Ν	Num Occurrences:	3	Police Report:
Description:	REMEDY THE PROBLEM.	SURGES) ON ITS OWN AND B] ERAL TIMES WHEN THE CRUI NOT ATTRIBUTED TO THE FL ED THE POSITIONING OF OU	ISE CONTROL I LOOR MATS AS	S NOT	Fire:	Ν	Num. Deaths:		Confidential:
onsumer Inform	mation								
Title:	MR.	Address:			Zip Code:		Evening Phone:	Coun	try Phone Code:
Name:		City: ME	ADOW VISTA		Country:	UNITED STATES	Email:		
Org.:		State: CA	LIFORNIA	Dayti	ime Phone:		Fax:	:	
roduct Informa									
roduct Informa <u>Vehicle Inform</u>									
	ation Product Type :VEHICLE Manufacturer :TOYOTA	Product Category :LIGHT VE MOTOR CORPORATION Mak Year :2006 Type :TRUCK		_		Failure Mikeage:	29600	Antilock Brakes	: N
Vehicle Inform <u>Product:</u>	ation Product Type :VEHICLE Manufacturer :TOYOTA	MOTOR CORPORATION Mak Year :2006 Type :TRUCK		_		Failure Mileage: Body Style:	29600 PICKUP TRUCK	Antilock Brakes: Spee	: N d: 55
Vehicle Inform <u>Product:</u>	ation Product Type :VEHICLE Manufacturer :TOYOTA Model :TACOMA Model STEMU52NX62	MOTOR CORPORATION Mak Year :2006 Type :TRUCK Origina	ke :TOYOTA	-			PICKUP TRUCK		d: 55
<u>Vehicle Inform</u> <u>Product:</u> VIN	Ation Product Type :VEHICLE Manufacturer :TOYOTA Model :TACOMA Model 5TEMU52NX62 6	MOTOR CORPORATION Mak Year :2006 Type :TRUCK Origina En	ke :TOYOTA	-		Body Style:	PICKUP TRUCK	Spee Powertrain	d: 55
Vehicle Inform Product: VIN: # of Cylinders:	Ation Product Type :VEHICLE Manufacturer :TOYOTA Model :TACOMA Model 5TEMU52NX62 6	MOTOR CORPORATION Mak Year :2006 Type :TRUCK Origina En	ke :TOYOTA n Owner: Y ngine Size: V6 c le U sage:	 JTOMATIC		Body Style: Fuel Type:	PICKUP TRUCK	Spee Powertrain	d: 55 a: 4 WHEEL DRIVE
Vehicle Inform Product: VIN: # of Cylinders: Cruise Control: urrent Mileage:	ation Product Type :VEHICLE Manufacturer :TOYOTA Model :TACOMA Model STEMU52NX62 6 N	MOTOR CORPORATION Mak Year :2006 Type :TRUCK Origina En Vehic Transmissia	ke :TOYOTA n Owner: Y ngine Size: V6 c le U sage:			Body Style: Fuel Type:	PICKUP TRUCK	Spee Powertrain	d: 55 a: 4 WHEEL DRIVE
Vehicle Inform Product: VIN: # of Cylinders: Cruise Control: urrent Mileage:	ation Product Type :VEHICLE Manufacturer :TOYOTA Model :TACOMA Model STEMU52NX62 6 N 29700	MOTOR CORPORATION Mak Year :2006 Type :TRUCK Origina En Vehic Transmissia	ke :TOYOTA al Owner: Y ngine Size: V6 cle Usage: on Type: Al		FREMONT	Body Style: Fuel Type: Purchase Date:	PICKUP TRUCK	Spee Powertrain	d: 55 a: 4 WHEEL DRIVE
Vehicle Inform Product: VIN: # of Cylinders: Cruise Control: urrent Mileage: <u>Component:</u> Dealer Type:	ation Product Type :VEHICLE Manufacturer :TOYOTA Model :TACOMA Model 5TEMU52NX62 6 N 29700 180000 VEHICLE SPEED C	MOTOR CORPORATION Mak Year :2006 Type :TRUCK Origina En Vehic Transmissia	ke :TOYOTA al Owner: Y agine Size: V6 cle Usage: on Type: Al	JTOMATIC	FREMONT	Body Style: Fuel Type: Purchase Date:	PICKUP TRUCK	Spee Powertrain Fuel System	d: 55 4 WHEEL DRIVE FUEL INJECTION
Vehicle Inform Product: VIN: # of Cylinders: Cruise Control: urrent Mileage: <u>Component:</u> Dealer Type:	ation Product Type :VEHICLE Manufacturer :TOYOTA Model :TACOMA Model STEMU52NX62 6 N 29700 180000 VEHICLE SPEED C SALES DEALER	MOTOR CORPORATION Mak Year :2006 Type :TRUCK Origina En Vehic Transmissia	ke :TOYOTA al Owner: Y agine Size: V6 cle Usage: on Type: Al	JTOMATIC Dealer Name:	FREMONT	Body Style: Fuel Type: Purchase Date:	PICKUP TRUCK	Spee Powertrain Fuel System State: CA	d: 55 4 WHEEL DRIVE FUEL INJECTION
Vehicle Inform Product: VIN: # of Cylinders: Cruise Control: urrent Mileage: <u>Component:</u> Dealer Type: Address1: Address2:	ation Product Type :VEHICLE Manufacturer :TOYOTA Model :TACOMA Model STEMU52NX62 6 N 29700 180000 VEHICLE SPEED C SALES DEALER	MOTOR CORPORATION Mak Year :2006 Type :TRUCK Origina En Vehic Transmissia	ke :TOYOTA al Owner: Y agine Size: V6 cle Usage: on Type: Al	JTOMATIC Dealer Name: Work Phone:	FREMONT	Body Style: Fuel Type: Purchase Date:	PICKUP TRUCK	Spee Powertrain Fuel System State: CA Zip Code: 945	d: 55 4 WHEEL DRIVE FUEL INJECTION

Complaint Inform	nation								
•	10212656		*****	Poforra	l Source:		Num. Injured:	1	Property Damage:
Received Date:		lant Data	23-DEC-2007	Referra	Crash:	v	Num Occurrences:	2	Police Report:
								-	-
Description:	I WAS DRIVING MY 2007 TOYOTA TAG FOOT ON THE ACCELERATOR THE VE NOTICEI LOST CONTROL OF THE V BARRIER. THERE IS SUBSTANTIAL D/ ALSO INJURED. IT HAPPENED ABOUT AND I DIDN'T THINK MUCH OF IT OR	HICLE ACCEL EHICLE AND AMAGE TO M	LERATED WITH RAN INTO A CO Y VEHICLE AND GO FOR THE FI	OUT ONCRETE DI WAS RST TIME	Fire:	N	Num. Deaths:	U	Confidential:
Consumer Inform	nation								
Title:	MR.	Address:			Zip Code:		Evening Phone:	Cou	ntry Phone Code:
Name:		City:	CAMPBELL		Country:	UNITED STATES	Email:		
Org.:		State:	OHIO	Dayti	me Phone:		Fax:		
Product Informa	tion								
Vehicle Inform	ation								
Product:	Product Type :VEHICLE Product Cat Manufacturer :TOYOTA MOTOR COF Model :TACOMA Model Year :2007	RPORATION	Make :TOYOTA	<u> </u>		ailure Mileage:	5200	Antilock Brake	s: Y
VIN	5TETX22N27Z	Orig	ginal Owner:	Y		Body Style:	PICKUP TRUCK		ed: 35
# of Cylinders:	4		Engine Size:	2.8 LITERS		Fuel Type:	GAS	•	in: REAR WHEEL DR
Cruise Control:	Y	V	ehicle Usage:			Purchase Date:		Fuel Syste	m: FUEL INJECTION
Current Mileage:	5200	Transm	ission Type:	AUTOMATIC				· · · · · · · · · · · · · · · · · · ·	
Component:	180000 VEHICLE SPEED CONTROL								
Dealer Type:	SALES DEALER			Dealer Name:	ΤΟΥΟΤΑ ΟΙ	WARREN		State: 0	н
Address1:	3810 YOUNGSTOWN RD SE			Work Phone:	330545809	5		Zip Code: 44	1484
Address2:				Home Phone:				Country Ext.:	
City:	WARREN			Fax:					

	mation							
ODI#:	10212602	****	Referra	l Source:	INTERNET OTHER	SITE Num Injured:	0 Pro j	erty Damage:
Received Date:	23-DEC-2007	Incident Date: 23-DEC-2007	,	Crash:	Y	Num Occurrences:	1	Police Report:
Description:	BROUGHT THE VEHICLE TO ALL OF A SUDDEN WITHOU HIGH. I PUSHED DOWN HA LURCHED FORWARD HITTI DAMAGE TO THE BUILDING THE ENGINE. THE OEM FLC	SHORT DRIVE OF ABOUT FOUR MIL A COMPLETE STOP IN FRONT OF TH T WARNING THE ACCELERATOR REV RD ON THE BRAKE BUT THE VEHICLE NG THE GARAGE DOOR AND SIDE W/ AND VEHICLE. I SHUT OFF THE ENG DOR MATS WERE IN PLACE AND DID I INJURIES - JUST A VERY SHAKEN FA	E GARAGE. VED VERY STILL ALL CAUSING INE TO KILL NOT AFFECT	Fire:	Ν	Num. Deaths:	0	Confidential:
Consumer Inform	mation							
Title:	MR.	Address:		Zip Code:		Evening Phone:	Countr	/ Phone Code:
Name:		City: FPO AE		Country:	UNITED STATES	Email:		
Org.:		State: ARMED FORG EUROPE	CES Dayti	me Phone:		Fax:		
Product Informa	ation							
Vehicle Inform	nation							
Product:		roduct Category :LIGHT VEHICLES OTOR CORPORATION Make :TOYOT ear :2007 Type :TRUCK	<u> </u>		Failure Mileage:		Antilock Brakes:	Y
VIN	5TELU42NX7Z	Original Owner:	Y		Body Style:	4-DOOR	Speed:	3
# of Cylinders:	6	Engine Size:	4000		Fuel Type:	GAS	•	4 WHEEL DRIVE
	Y	Vehicle Usage:				27-FEB-2007	Fuel System:	FUEL INJECTIO
•	•	venicie usage.			Furchase Date:			
•	8350	Transmission Type:	AUTOMATIC		Purchase Date:			
Cruise Control: Current Mileage:	8350 <u>180000 VEHICLE SPEED CO</u>	Transmission Type:	AUTOMATIC		Purchase Date:			
Cruise Control: Current Mileage: <u>Component:</u>	180000 VEHICLE SPEED CO	Transmission Type:	AUTOMATIC Dealer Name:	WOLFCHA:			State: TN	
Cruise Control: Current Mileage: <u>Component:</u>	180000 VEHICLE SPEED CO	Transmission Type:		WOLFCHAS			State: TN Zip Code:	
Cruise Control: Current Mileage: <u>Component:</u> Dealer Type:	180000 VEHICLE SPEED CO	Transmission Type:	Dealer Name:	WOLFCHAS				
Cruise Control: Durrent Mileage: <u>Component:</u> Dealer Type: Address1: Address2:	180000 VEHICLE SPEED CO	Transmission Type:	Dealer Name: Work Phone:	WOLFCHA:			Zip Code:	

Complaint Inforn	nation		*****							
ODI#:	10212294			Referra	al Source:	NHTSA HOTLINE	Num. Injured:	0	Prop	erty Damage:
Received Date:	19-DEC-2007	Incident Date:	18-DEC-2007		Crash:	Y	Num Occurrences:	1		Police Report:
Description:	THE GARAGE AND ATTEN DEPRESSED, THE VEHICL WALL. THE VEHICLE SUS INJURIES. THE DEALER	A 2007 TOYOTA TACOMA APTING TO PARK WITH TH E SURGED FORWARD ANI STAINED MINOR DAMAGE. WAS NOTIFIED AND THE O EHICLE. THE SPEED WAS WERE 6,400.	E BRAKE PEDA O STRUCK A TA THERE WERE CONTACT NO L	L IBLE AND A NO .ONGER	Fire:	Ν	Num. Deaths:	0		Confidential:
Consumer Inform	nation									
Title:	MR.	Address:			Zip Code:		Evening Phone:		Country	/ Phone Code:
Name:		City:	CENTER CONV	VAY	Country	UNITED STATES	Email:			
Org.:		State:	NEW HAMPSH	IRE Dayt	ime Phone:		Fax:			
Product Informa	tion									
Vehicle Inform	ation									
Product:	Manufacturer :TOYOTA	Product Category :LIGHT MOTOR CORPORATION I Year :2007 Type :TRUCK	Make :TOYOTA	<u> </u>		Failure Mileage:	6400		Antilock Brakes:	Y
VIN	5TEUU42N572	Orig	jinal Owner:	Y		Body Style:			Speed:	
# of Cylinders:	6		Engine Size:	3.1		Fuel Type:	GAS		-	4 WHEEL DRIVE
Cruise Control:	Y	Ve	ehicle Usage:	RECREATIONAL		Purchase Date:	16-NOV-2006		Fuel System:	FUEL INJECTIO
Current Mileage:	6400	Transm	ssion Type:	AUTOMATIC						
Component:	180000 VEHICLE SPEED									
Dealer Type:	SALES DEALER			Dealer Name:	BERLING (CITY			State: NH	
Address1:				Work Phone:					Zip Code:	
Address2:				Home Phone:				c	ountry Ext.:	
City:	BERLIN			Fax:						
Country:	115			Email:						

Complaint Information **ODI#:** 10211100 Referral Source: INTERNET OTHER SITE Num. Injured: 0 Property Damage: N Received Date: 07-DEC-2007 Incident Date: 06-DEC-2007 Crash: N Num Occurrences: 50 Police Report: N Description: SEVERAL PROBLEMS WITH LURCHING, SUDDEN ACCELERATION, AND HIGH Confidential: N Fire: N Num Deaths: 0 IDLE. WHEN STOPPED WITH FOOT SQUARELY ON THE BRAKE (AND ONLY THE BRAKE), THERE WILL BE A SUDDEN LURCH THAT IS OFTEN STRONG ENOUGH TO OVERCOME THE BRAKE, NEARLY CAUSING SEVERAL ACCIDENTS WITH THE CAR IN FRONT OF ME. ALWAYS SEEM TO BE PRESSING THE BRAKE HARD TO STOP MOTION AND STAY STOPPED. WHEN I LET OFF THE BRAKE, THE TRUCK ACCELERATES ABOUT 100 RPM BEFORE EVEN TOUCHING THE ACCELERATOR PEDAL, AND BEGINS MOVING SIGNIFICANTLY. WHEN DECELERATING TO A STOP, HAVE HAD SEVERAL INSTANCES OF SUDDEN RPM AND ACCELERATION. THIS ALSO OCCURS WHEN GENTLY PULLING INTO MY GARAGE - THE ENGINE SUDDENLY LURCHES, AND HAS NEARLY CAUSED ME TO DAMAGE MY GARAGE. HAVE HAD SEVERAL INSTANCES WHERE BRAKING TO STOP, BUT THE ENGINE LURCHES GREATLY (SEVERAL HUNDRED RPM), I ALMOST CAN'T GET THE TRUCK TO STOP, AND HAS NEARLY CAUSED SEVERAL ACCIDENTS. I HAVE BEEN FORTUNATE SO FAR, BUT AFRAID IT WON'T LAST. ALL OF THIS IS WORSENED WHEN THE AC/COMPRESSOR IS RUNNING - THE IDLE RPM INCREASES ABOUT 300 RPM (WAY MORE THAN NECESSARY), AND ALSO CONTRIBUTES TO WORSENING THE LURCH. SOMETIMES IT SEEMS THAT THE LURCHING OCCURS WHILE DOWN-SHIFTING DURING DECELERATION. THESE PROBLEMS HAPPEN TO ME REGULARLY - AND ALWAYS OCCUR WHEN RUNNING THE AC/COMPRESSOR. PLEASE ADDRESS ASAP. THANKS. *TR **Consumer Information** Title: MR. Address: Zip Code: **Evening Phone: Country Phone Code:** City: FISHERS Country: UNITED STATES Name: Email: Org.: State: INDIANA Daytime Phone: Fax: Product Information Vehicle Information Product: Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer : TOYOTA MOTOR CORPORATION Make : TOYOTA Model :TACOMA Model Year :2006 Type :TRUCK Antilock Brakes: Y Failure Mileage: 17000 VIN Original Owner: Y Body Style: 4-DOOR Speed: 0 # of Cylinders: 6 Engine Size: 4.0 L Fuel Type: GAS Powertrain: REAR WHEEL DRIVE Cruise Control: Vehicle Usage: ۰ì Purchase Date: 15-APR-2006 Fuel System: FUEL INJECTION Current Mileage: 17000 Transmission Type: AUTOMATIC Component: 180000 VEHICLE SPEED CONTROL Dealer Type: SALES DEALER Dealer Name: BUTLER TOYOTA State: IN Address1: Work Phone: Zip Code: Home Phone: Address2: Country Ext.: City: INDIANAPOLIS Fax:

Country: US

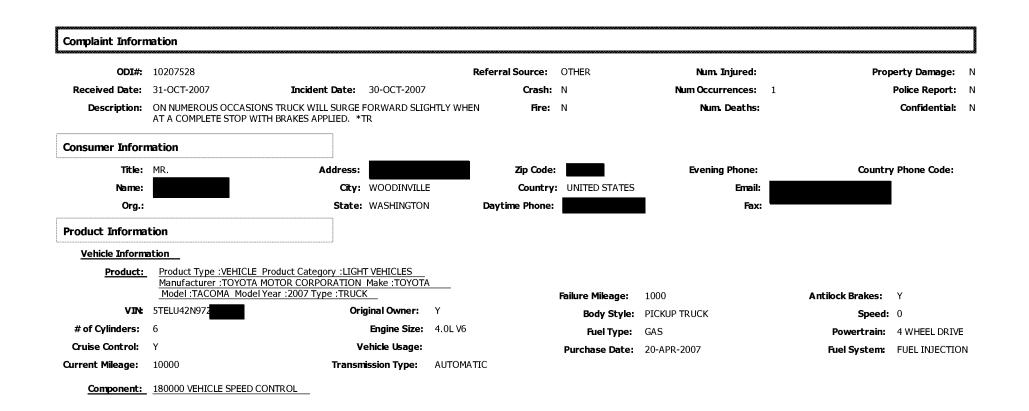
Complaint Detail

Complaint Tofarra									
Complaint Inforn ODI#:	10208890			Roforra	l Source:	MEDIA OTHER	Num. Injured:	0	Property Damage:
	14-NOV-2007	Incident Date:	08-NOV-2007	Referre	Crash:		Num Occurrences:		Police Report:
	VEHICLE SUDDENLY LUNGES INCREASINGLY ANNOYING V	FORWARD WITHOUT	WARNING AND A	AN		N	Num. Deaths:		Confidential:
Consumer Inforn	nation								
Title:	MR.	Address:			Zip Code:		Evening Phone:		Country Phone Code:
Name:		City:	MARSTONS MILL	S	Country:	UNITED STATES	Email:		
Org.:		State:	MASSACHUSETT	'S Dayti	me Phone:		Fax:		
Product Informa	tion								
Vehicle Information	ation								
Product:	Product Type :VEHICLE Pro Manufacturer :TOYOTA MC Model :TACOMA Model Ye	DTOR CORPORATION	Make :TOYOTA			Failure Mileage:	4010		Antilock Brakes: Y
VIN	5TELU42N87Z	Orig	jinal Owner:	Y		Body Style:	PICKUP TRUCK		Speed: 1
# of Cylinders:	6		Engine Size:			Fuel Type:	GAS		Powertrain: 4 WHEEL DRIV
Cruise Control:	Y	Ve	ehicle Usage:			Purchase Date:	08-MAY-2007		Fuel System: FUEL INJECTIO
Current Mileage:	4045	Transm	ssion Type:	AUTOMATIC					
Component:	103100 POWER TRAIN:AUTO	OMATIC TRANSMISSIC	N:CONTROL MO	DULE (TCM, PCM)				
Component:	180000 VEHICLE SPEED CON	NTROL							
Component:	105300 POWER TRAIN:DRIV	/ELINE:DRIVESHAFT	_						
Dealer Type:	SALES DEALER			Dealer Name:	SULLIVAN	BROOTHERS			State: MA
Address1:	5 CRANBERRY ROAD			Work Phone:	781-585-1	300			Zip Code: 02364
Address2:				Home Phone:				C	Country Ext.:
City:	KINGSTON			Fax:	781-585-4	402			
Country:	US			Email:					

						******	***************************************	***************************************	
ODI#:	10208868			Referra	al Source:	INTERNET	Num. Injured:	0 Pro p	erty Damage:
Received Date:	13-NOV-2007	ncident Date:	10-NOV-2007		Crash:	Ν	Num Occurrences:	6	Police Report:
Description:	I WAS DRIVING DOWNHILL ON A THE ENGINE SURGED I APPLIED T APPROXIMATELY 5 MILES LATER : USUALLY VERY BUSY INTERSECTI APPLIED THE BRAKES AND THE EI TRUCK I WAS 10 FEET BEYOND TI FORTUNATELY, NO CARS WERE O HIT IN THE SIDE DOORS. THIS PR INTERMITTENTLY SINCE I PURCH MADE EXCUSES AND IT WAS NEV PAST WEEK. *TR	HE BRAKES AND WAS APPROAC ON (ROUTE 2 IN VGINE SURGED B HE STOP SIGN IN COMING OTHERW OBLEM HAS BEE ASED THE VEHIC	THE TRUCK SLO HING A STOP S MASSACHUSET EFORE I COULI I THE INTERSEC VISE WE WOULI N OCCURRING LE IN JUNE BUT	DWED. IGN AT A TS) I D STOP THE ITION. D HAVE BEEN	Fire:	Ν	Num. Deaths:	0	Confidential:
Consumer Inform	nation								
Title:		Address:			Zip Code:		Evening Phone:	Country	y Phone Code:
Name:		City:	WEST ROXBUR	RY	Country	UNITED STATES	Email:		
Org.:		State:	MASSACHUSE	TTS Dayti	ime Phone:		Fax:		
roduct Informa	tion								
Vehicle Inform	ation								
Product:	Product Type :VEHICLE Product Manufacturer :TOYOTA MOTOR Model :TACOMA Model Year :20	CORPORATION	Make :TOYOTA	·		Failure Mileage:		Antilock Brakes:	Y
VIN	5TEUU42N67Z	Oriș	ginal Owner:	Y		Body Style:	PICKUP TRUCK	Speed:	40
# of Cylinders:	6		Engine Size:			Fuel Type:	GAS	Powertrain:	4 WHEEL DRIVE
Cruise Control:	Ν	V	ehicle Usage:			Purchase Date:	31-MAY-2007	Fuel System:	FUEL INJECTIO
urrent Mileage:	8800	Transm	ission Type:	AUTOMATIC					
Component:	180000 VEHICLE SPEED CONTROL								
Dealer Type:	SALES DEALER			Dealer Name:	CLAIR TO	ſΤΑ		State: MA	
Address1:				Work Phone:				Zip Code:	
Address2:				Home Phone:				Country Ext.:	
City:	WEST ROXBURY			Fax:					

Complaint Inforn	nation		*****	******		*****	*****		
ODI#:	10208120	*******		Referra	al Source:	NHTSA HOTLINE	Num. Injured:	0 Pro	perty Damage:
Received Date:	07-NOV-2007 Incid	ent Date:	05-NOV-2007		Crash:	N	Num Occurrences:	1	Police Report:
Description:	TL*THE CONTACT OWNS A 2007 TOYO RED LIGHT WITH THE BRAKE PEDAL D THE VEHICLE ACCELERATED INTO ON WAS FINALLY ABLE TO STOP THE VEH NEUTRAL. HE THEN DROVE DIRECTLY SERVICE REPRESENTATIVES STATED T THING. THE FAILURE WAS UNABLE TC REMAINED PARKED BECAUSE THE COU UNSAFE TO DRIVE. THE VIN, ENGINE THE CURRENT MILEAGE WAS 6,567 A	EPRESSED, COMING TR/ ICLE BY SHII TO THE DE/ THAT THEY N D BE DUPLIC NTACT BELIE SIZE, AND S	THE ENGINE RE AFFIC. THE CC FTING FROM DI ALER AND TWO VEVER HEARD C EVES THE VENICE EVES THE VENICE EVES THE VENICE EVES THE VERE UN	VVED AND INTACT RIVE INTO DIFFERENT IF SUCH A HICLE HAS LE IS IKNOWN.	Fire:	Ν	Num. Deaths:	0	Confidential:
Consumer Inform	nation								
Title:	MR.	Address:			Zip Code:		Evening Phone:	Countr	y Phone Code:
Name:		City:	GOODLETTSVI	LLE	Country	UNITED STATES	Email:		
Org.:		State:	TENNESSEE	Dayt	ime Phone:		Fax:		
Product Informa	tion								
Vehicle Inform	ation								
Product:	Product Type :VEHICLE Product Cate Manufacturer :TOYOTA MOTOR COR Model :TACOMA Model Year :2007	PORATION	Make :TOYOTA	·		Failure Mileage:	6525	Antilock Brakes:	Y
VIN		Oriș	ginal Owner:	Y		Body Style:		Speed:	-
# of Cylinders:	6		Engine Size:			Fuel Type:	GAS	Powertrain:	REAR WHEEL DR
Cruise Control:	Y	V	ehicle Usage:	RECREATIONAL		Purchase Date:	09-FEB-2007	Fuel System:	FUEL INJECTION
Current Mileage:	6567	Transm	ission Type:	AUTOMATIC					
Component:	180000 VEHICLE SPEED CONTROL								
Dealer Type:	SALES DEALER			Dealer Name:	MERIETTA	ΤΟΥΟΤΑ		State:	
Address1:				Work Phone:				Zip Code:	
Address2:				Home Phone:				Country Ext.:	
City:				Fax:					

Complaint Detail



ODI#:	10202727			Referra	al Source:	INTERNET OTHER	Num. Injured:	0	Prop	erty Damage:
Received Date:	11-SEP-2007	Incident Date:	01-MAY-2007		Crash:	N	Num Occurrences:	50		Police Report:
Description:	EXPERIENCING A "LURCH COMING TO A STOP. AT STOPPED. SOMETIMES T ENOUGH THAT IT ALMOS ME. THIS COMPELS ME T MORE SO THAN IS NORM SAFETY CONCERN, AS W MOVES FORWARD. *TR	TIMES, THE LURCH OCCI THE EXPERIENCE IS SUDD T FEELS LIKE ANOTHER C O KEEP MY FOOT ON THE IALLY NECESSARY IN OTH	JRS WHILE THE EN AND FORCE CAR HAS BUMPE BRAKE FORCE HER VEHICLES.	EVEHÍCLE IS FUL D INTO FULLY, THIS IS A	Fire:	Ν	Num. Deaths:	0		Confidential:
onsumer Inforr	mation									
Title:	MR.	Address:			Zip Code:		Evening Phone:		Country	Phone Code:
Name:		City:	RIDGECREST		Country:	UNITED STATES	Email:			
Org.:		State:	CALIFORNIA	Dayt	ime Phone:		Fax:			
oduct Informa	tion									
Vehicle Inform	ation									
Product:	Manufacturer :TOYOTA	Product Category :LIGH MOTOR CORPORATION I Year :2006 Type :TRUCI	Make :TOYOTA	<u>. </u>		Failure Mileage:		۵	Antilock Brakes:	Y
VIN	3TMLU42N66M	Orig	ginal Owner:	Ν		Body Style:	4-DOOR		Speed:	0
# of Cylinders:	6		Engine Size:			Fuel Type:	GAS		•	4 WHEEL DRIV
Cruise Control:	Y	V	ehicle Usage:			Purchase Date:			Fuel System:	FUEL INJECTIC

	mation				****					
ODI#:	10202283			Referra	al Source:	INTERNET	Num. Injured:	0	Prop	erty Damage:
Received Date:	08-SEP-2007	Incident Date:	07-SEP-2007		Crash:	Ν	Num Occurrences:	1		Police Report:
Description:	NUMEROUS OCCASIONS WHERE FORWARD WHEN AT A STOP LIG THE BRAKE. FEELS AS IF I HAVE IT HAS NEVER RESULTED IN AN A DRIVE THIS VEHICLE BECAUSE O	GHT. AUTOMATIC BEEN TAPPED BY ACCIDENT, BUT I	TRANSMISSIO SOMEONE BEH WILL NOT LET	N, AND ON IIND ME.	Fire:	Ν	Num. Deaths:	0		Confidential:
Consumer Inform	mation									
Title:		Address:			Zip Code:		Evening Phone:		Country	Phone Code:
Name:		City:	SPANAWAY		Country	UNITED STATES	Email:			
Org.:		State:	WASHINGTON	Dayt	ime Phone:		Fax:			
	tion									
Product Informa										
Product Informa <u>Vehicle Inform</u>										
	ation	R CORPORATION	Make :TOYOTA	<u> </u>		Failure Mileage:	100	۵	ntilock Brakes:	¥
<u>Vehicle Inform</u> <u>Product:</u>	ation Product Type :VEHICLE Produc Manufacturer :TOYOTA MOTOR	CORPORATION	Make :TOYOTA			Failure Mileage: Body Style:	100 4-DOOR	A		Y
<u>Vehicle Inform</u> <u>Product:</u>	ation Product Type :VEHICLE Product Manufacturer :TOYOTA MOTOR Model :TACOMA Model Year :2 5TELU42N672	CORPORATION	Make :TOYOTA < ginal Owner:			Body Style:	4-DOOR	A	Speed:	0
<u>Vehicle Inform</u> <u>Product:</u> VIN:	ation Product Type :VEHICLE Product Manufacturer :TOYOTA MOTOR Model :TACOMA Model Year :2 5TELU42N672	<u>R CORPORATION</u> 2007 Type :TRUCI Ori q	Make :TOYOTA < ginal Owner:	Y		-	4-DOOR GAS	A	Speed: Powertrain:	0 4 WHEEL DRIVE
Product: VIN: # of Cylinders:	ation Product Type :VEHICLE Product Manufacturer :TOYOTA MOTOR Model :TACOMA Model Year :2 5TELU42N67Z 6	2 CORPORATION 2007 Type :TRUCH Orig	Make :TOYOTA ginal Owner: Engine Size:	Y		Body Style: Fuel Type:	4-DOOR GAS	A	Speed: Powertrain:	0
Vehicle Inform Product: VIN # of Cylinders: Cruise Control:	ation Product Type :VEHICLE Product Manufacturer :TOYOTA MOTOR Model :TACOMA Model Year :2 5TELU42N672 6 Y	2 CORPORATION 2007 Type :TRUCI Ori V Transm	Make :TOYOTA ginal Owner: Engine Size: ehicle Usage:	Y 4.0 LITER		Body Style: Fuel Type:	4-DOOR GAS	A	Speed: Powertrain:	0 4 WHEEL DRIVE
Vehicle Inform Product: VIN: # of Cylinders: Cruise Control: Current Mileage:	ation Product Type :VEHICLE Product Manufacturer :TOYOTA MOTOR Model :TACOMA Model Year :2 5TELU42N67Z 6 Y 3000	2 CORPORATION 2007 Type :TRUCI Ori V Transm	Make :TOYOTA ginal Owner: Engine Size: ehicle Usage:	Y 4.0 LITER		Body Style: Fuel Type:	4-DOOR GAS	A	Speed: Powertrain:	0 4 WHEEL DRIVE
Vehicle Inform Product: VIN: # of Cylinders: Cruise Control: Current Mileage: <u>Component:</u>	ation Product Type :VEHICLE Product Manufacturer :TOYOTA MOTOR Model :TACOMA Model Year :2 5TELU42N67Z 6 Y 3000 180000 VEHICLE SPEED CONTROL	2 CORPORATION 2007 Type :TRUCI Ori V Transm	Make :TOYOTA ginal Owner: Engine Size: ehicle Usage:	Y 4.0 LITER AUTOMATIC		Body Style: Fuel Type: Purchase Date:	4-DOOR GAS		Speed: Powertrain: Fuel System:	0 4 WHEEL DRIVE
Vehicle Inform Product: VIN: # of Cylinders: Cruise Control: Current Mileage: <u>Component:</u> Dealer Type:	ation Product Type :VEHICLE Product Manufacturer :TOYOTA MOTOR Model :TACOMA Model Year :2 5TELU42N67Z 6 Y 3000 180000 VEHICLE SPEED CONTROL	2 CORPORATION 2007 Type :TRUCI Ori V Transm	Make :TOYOTA ginal Owner: Engine Size: ehicle Usage:	Y 4.0 LITER AUTOMATIC Dealer Name:		Body Style: Fuel Type: Purchase Date:	4-DOOR GAS	;	Speed: Powertrain: Fuel System: State:	0 4 WHEEL DRIVE

Complaint Information ODI#: 10201655 Referral Source: ACQUAINTANCE Num. Injured: 1 Property Damage: Y Received Date: 01-SEP-2007 Incident Date: 08-JUN-2007 Crash: Y Num Occurrences: 5 Police Report: Y Description: OVER A PERIOD OF SEVERAL MONTHS AFTER PURCHASING A NEW 2007 Fire: N Num Deaths: 0 Confidential: N TOYOTA TACOMA, I EXPERIENCED FIVE INCIDENTS OF BRAKE/ACCELERATION PROBLEMS FINALLY RESULTING IN A CRASH. FIRST INCIDENT: STOPPED AT A TRAFFIC LIGHT WITH MY FOOT ON THE BRAKE, THE TRUCK LUNGED FORWARD A FEW FEET. THE DEALERSHIP TOLD ME THEY COULD NOT FIND ANY PROBLEM. A MONTH LATER, STOPPED IN A GAS STATION DRIVE WITH MY FOOT ON THE BRAKE WAITING TO EXIT, THE REAR WHEELS BEGAN SPINNING OUT OF CONTROL. I PRESSED ON THE BRAKE AS HARD AS I POSSIBLY COULD TO KEEP FROM ENTERING TRAFFIC. THREE WEEKS LATER, APPROACHING THE BOTTOM OF A HILLY SHARP TURN. I TAPPED THE BRAKES TO SLOW DOWN. AGAIN THE REAR WHEELS ACCELERATED TO A HIGH RATE OF SPEED. I COULD NOT STOP THE TRUCK TO KEEP FROM STRIKING A VAN IN FRONT OF ME SO I CROSSED OVER A DOUBLE YELLOW LINE TO AVOID A COLLISION. IT TOOK ABOUT A THOUSAND YARDS TO GAIN CONTROL. THE DEALERSHIP SAID, "WE CAN'T FIX THE PROBLEM" UNTIL WE CAN DUPLICATE IT". I CALLED TOYOTA OF AMERICA, AGAIN ONLY TO BE TOLD THAT TOYOTA COULD DO NOTHING. THE FOURTH INCIDENT OCCURRED ON AN ENTRANCE RAMP TO A HIGHWAY. I TAPPED THE BRAKES TO SLOW DOWN. THE VEHICLE ACCELERATED TO A HIGH RATE OF SPEED. I GOT IT UNDER CONTROL OUICKLY. FINALLY THE FIFTH AND FINAL INCIDENT. COMING OUT OF NASHVILLE WHERE IT WAS RAINING HARD, I GOT FURTHER NORTHBOUND ON THE I-24 WHERE IT WAS RAINING LESS AND THE PAVEMENT WAS WET. WHILE IN THE SHOULDER LANE, A VEHICLE IN THE LEFT LANE STARTED MOVING OVER TO THE RIGHT CAUSING ME TO TAP MY BRAKES. THE REAR WHEELS ACCELERATED TO A VERY HIGH RATE OF SPEED CAUSING THE TRUCK TO HYDROPLANE. THE REAR END OF THE TRUCK SPUN AROUND TO THE LEFT AND, STILL ACCELERATING ON ITS OWN, DROVE INTO THE EMBANKMENT, FIRST SKIDDING SIDEWAYS THEN THE TRUCK BEGAN TO ROLL SEVERAL TIMES. IT STRUCK A RUT CAUSING IT TO GO AIRBORNE FINALLY LANDING ON ITS ROOF. IT ROLLED SEVERAL MORE TIMES COMING TO A STOP IN A DITCH ON THE DRIVERS DOOR. I WAS TRANSPORTED TO THE HOSPITAL. *JB **Consumer Information** Title: MR. Address: Zip Code **Evening Phone:** Country Phone Code: City: DOVER Name: Country: UNITED STATES Email: Org.: State: TENNESSEE Daytime Phone: Fax: Product Information Vehicle Information Product: Product Type : VEHICLE Product Category : LIGHT VEHICLES Manufacturer : TOYOTA MOTOR CORPORATION Make : TOYOTA Model :TACOMA Model Year :2007 Type :TRUCK 16200 Failure Mileage: Antilock Brakes: Y VIN: 5TELU42N67Z Original Owner: Y Body Style: PICKUP TRUCK **Speed:** 55 # of Cylinders: 6 Engine Size: 4.0 LITRE Fuel Type: GAS Powertrain: 4 WHEEL DRIVE Cruise Control: Y Vehicle Usage: Purchase Date: 31-OCT-2006 Fuel System: FUEL INJECTION

Current Mileage: 16200

Transmission Type: AUTOMATIC

Component: 180000 VEHICLE SPEED CONTROL

Dealer Type:	SALES DEALER	Dealer Name:	PEPPERS TOYOTA	State:	TN
Address1:	2420 EAST WOOD ST.	Work Phone:	731/642-3900	Zip Code:	38242
Address2:		Home Phone:		Country Ext.:	
City:	PARIS	Fax:	UNK		
Country:	US	Email:	UNK		

omplaint Inforn	nation									
ODI#:	10201595			Referral Sc	ource:	NHTSA HOTLINE	Num. Injured:	0	Prop	erty Damage:
Received Date:	31-AUG-2007	Incident Date:	22-AUG-2007		Crash:	N	Num Occurrences:	2		Police Report:
Description:	THE VEHICLE ACCELERA STATED THAT A TOYOTA HOWEVER, ONE WOULD DEALER INFORMED THE	A 2006 TOYOTA TACOMA TED UNCONTROLLABLY TO ENGINEER NEEDED TO RE NOT BE AVAILABLE UNTIL CONTACT THAT HE COULD ND ENGINE SIZE WERE UN WERE 17,000.	95 MPH. THE PAIR THE VEH SEPTEMBER 24 DRIVE THE VE	DEALER ICLE, 4, 2007. THE HICLE IN	Fire:	Ν	Num. Deaths:	0		Confidential:
onsumer Inforn	nation									
Title:		Address:		Zi	ip Code:		Evening Phone:		Country	Phone Code:
Name:		City:	PORTLAND	(Country:	UNITED STATES	Email:			
Org.:		State:	OREGON	Daytime	Phone:		Fax:			
roduct Informa	tion									
Vehicle Informa	ation									
Product:	Manufacturer :TOYOTA	Product Category :LIGHT MOTOR CORPORATION N Year :2006 Type :TRUCK	lake :TOYOTA			Failure Mileage:	17000		Antilock Brakes:	N
VIN		Origi	nal Owner:	Y		Body Style:	PICKUP TRUCK		Speed:	30
# of Cylinders:	6		Engine Size:			Fuel Type:	GAS		-	4 WHEEL DRIVE
Cruise Control:	Ν	Ve	hicle Usage:	RECREATIONAL		Purchase Date:	01-JUL-2006		Fuel System:	FUEL INJECTIO
urrent Mileage:	17000	Transmis	sion Type:	AUTOMATIC						
Component:	180000 VEHICLE SPEED	CONTROL								
Dealer Type:	SALES DEALER			Dealer Name: BR	ROADWA	Υ ΤΟΥΟΤΑ			State:	
Address1:				Work Phone:					Zip Code:	
Address2:				Home Phone:					Country Ext.:	
City:				Fax:						
Country:				Email:						

ODT#:	10199820		Referra	Source:	OTHER	Num. Injured:	0	Prope	erty Damage:
		Incident Date: 22-JUL-2007		Crash:		-	1	-	Police Report:
Description:	TO ACCELERATE TO PAS WENT COMPLETELY OUT TAKEN OVER) THE GAS F WAS ACCELERATING AS RED LINING). I APPLIED ACCELERATING TO TOP MY STRENGTH TO KEEP I HIGHWAY. COUNTERBAI WERE SMOKING). I TRIE MY FOOT OFF, IT KEPT I SOMEHOW RIDING THE OUT OF TRAFFIC I GOT STOP THE VEHICLE I THF PEDAL WAS STILL STUCK 7000, AND THE TIRES AN TRUCK OFF, TURNED IT HING UNTIL I REALIZED AND IT RELEASED. ONCCI SO I DROVE HOME VERY ACCELERATED WITH A L A SECOND TIME. THE PE ACCELERATING TO TOP TURNED THE VEHICLE O FINISHED MY DRIVE HOM	V 2007 TOYOTA TACOMA ON THE HIGHW SS ANOTHER VEHICLE WHEN MY TRUCK S "OF CONTROL(AS IF THE CRUISE CONTR PEDAL *PUSHED ITSELF* TO THE FLOOR. FAST AS IT COULD GO, RPM PAST 7000 THE BRAKE WHICH DID NOTHING, TRUC SPEEDS. I HAD BOTH FEET ON THE BRAK FROM CRASHING INTO OTHER CARS ON LANCING IT AT ABOUT 60-70 MPH(WHILE ED PUMPING THE BRAKE, BUT THE SECON ACCELERATING FASTER TRYING TO GO 1 BRAKE AS HARD AS I COULD I WEAVING INTO THE BRAKE DOWN LANE. STILL NO REW IT IN PARK, WHICH STOPPED IT, BL < TO THE FLOOR. ENGINE WAS SCREAMI RE SPINNING BURNING RUBBER. I THEN DACK ON AND IT WAS STILL DOING THE DACK ON AND IT WAS STILL DOING THE DATHE GAS PEDAL WAS ACTUALLY STUCK E I UNSTUCK THE PEDAL THE VEHICLE SE "CAUTIOUSLY. WHEN I AS ALMOST HOM LITTLE TO MUCH JUICE AND IT DID THE SE EDAL TOOK OVER AND FLOORED ITSELF, SPEED AND TOP RPM'S. THIS TIME I IMM FF, UNSTUCK THE PEDAL AND AGAIN CA WE REPORTED THE INCIDENT THE NEXT	SUDDENLY ROL HAD THE TRUCK (COMPLETELY K JUST KEPT (E WITH ALL THE E THE BRAKES ID I TOOK .20 MPH. IN AND T ABLE TO JI THE GAS NG, RPM AT TURNED THE SAME SO I HIT IT EMED OK E I SAME THING IEDIATELY REFULLY MORNING.	Fire:	Ν	Num. Deaths:	0		Confidential:
	TRADED THE TRUCK IN.	WRONG WITH IT, AFTER A MONTH OF F: *JB *DSY							
onsumer Inform	TRADED THE TRUCK IN.								
	TRADED THE TRUCK IN.			Zip Code:		Evening Phone:	SAME	Country	Phone Code:
Consumer Inform Title: Name:	TRADED THE TRUCK IN.	*JB *DSY		•	UNITED STATES	Evening Phone: Email:	SAME	Country	Phone Code:
Title:	TRADED THE TRUCK IN.	*JB *DSY Address:		•		-	SAME	Country	Phone Code:
Title: Name: Org.:	TRADED THE TRUCK IN. mation MS.	*JB *DSY Address: City: WAGENER		Country:		Email:	SAME	Country	Phone Code:
Title: Name:	TRADED THE TRUCK IN. nation MS.	*JB *DSY Address: City: WAGENER		Country:		Email:	SAME	Country	Phone Code:
Title: Name: Org.: roduct Informa	TRADED THE TRUCK IN. mation MS. tion ation Product Type :VEHICLE Manufacturer :TOYOTA	*JB *DSY Address: City: WAGENER	LINA Dayti	Country: ne Phone:		Email:		Country Antilock Brakes:	
Title: Name: Org.: roduct Informa <u>Vehicle Informa</u> <u>Product:</u>	TRADED THE TRUCK IN. mation MS. tion ation Product Type :VEHICLE Manufacturer :TOYOTA	*JB *DSY Address: City: WAGENER State: SOUTH CARON Product Category :LIGHT VEHICLES MOTOR CORPORATION Make :TOYOTA PlYear :2007 Type :TRUCK	LINA Dayti	Country: ne Phone:	UNITED STATES	Email: Fax:			Y
Title: Name: Org.: roduct Informa <u>Vehicle Informa</u> <u>Product:</u>	TRADED THE TRUCK IN. mation MS. tion Product Type :VEHICLE Manufacturer :TOYOTA Model :TACOMA Mode 3TMJU62N97M	*JB *DSY Address: City: WAGENER State: SOUTH CARON Product Category :LIGHT VEHICLES MOTOR CORPORATION Make :TOYOTA Product 2007 Type :TRUCK	LINA Dayti	Country: ne Phone:	UNITED STATES	Email: Fax:		Antilock Brakes:	Y
Title: Name: Org.: roduct Informa <u>Vehicle Informa</u> <u>Product:</u> VIN: # of Cylinders:	TRADED THE TRUCK IN. mation MS. tion Product Type :VEHICLE Manufacturer :TOYOTA Model :TACOMA Mode 3TMJU62N97M	*JB *DSY Address: City: WAGENER State: SOUTH CARON Product Category :LIGHT VEHICLES MOTOR CORPORATION Make :TOYOTA Prear :2007 Type :TRUCK Original Owner:	LINA Dayti	Country: ne Phone:	UNITED STATES	5700 PICKUP TRUCK GAS		Antilock Brakes: Speed:	Y 65
Title: Name: Org.: Product Informa <u>Vehicle Informa</u> <u>Product:</u> VIN: # of Cylinders: Cruise Control:	TRADED THE TRUCK IN. mation MS. tion ation Product Type :VEHICLE Manufacturer :TOYOTA Model :TACOMA Mode 3TMJU62N97M	*JB *DSY Address: City: WAGENER State: SOUTH CARON Product Category :LIGHT VEHICLES MOTOR CORPORATION Make :TOYOTA Program :2007 Type :TRUCK Original Owner: Engine Size:	LINA Dayti	Country: ne Phone:	UNITED STATES Failure Mileage: Body Style: Fuel Type:	5700 PICKUP TRUCK GAS		Antilock Brakes: Speed: Powertrain:	Y 65
Title: Name: Org.: Product Informa <u>Vehicle Informa</u> <u>Product:</u> VIN: # of Cylinders:	TRADED THE TRUCK IN. mation MS. tion ation Product Type :VEHICLE Manufacturer :TOYOTA Model :TACOMA Mode 3TMJU62N97M 6 Y 6200	*JB *DSY Address: City: WAGENER State: SOUTH CARON Product Category :LIGHT VEHICLES MOTOR CORPORATION Make :TOYOTA Prear :2007 Type :TRUCK Original Owner: Engine Size: Vehicle Usage: Transmission Type:	LINA Dayti	Country: ne Phone:	UNITED STATES Failure Mileage: Body Style: Fuel Type:	5700 PICKUP TRUCK GAS		Antilock Brakes: Speed: Powertrain:	Y 65

Address1:	3069 WASHINGTON RD	Work Phone:	706 868 5454	Zip Code:	30907
Address2:		Home Phone:		Country Ext.:	
City:	AUGUSTA	Fax:			
Country:	US	Email:			

Complaint Inform										
Complaint Inforn					*****			*****	*****	
ODI#:	10198196			Referra	al Source:	INTERNET CHAT RO	DOM Num. Injured:	0	Prop	erty Damage:
Received Date:	01-AUG-2007 I	ncident Date:	10-MAR-2007		Crash:	Ν	Num Occurrences:	100		Police Report:
Description:	TRUCK "SURGES" FORWARD WHE EXHIBITS VIBRATION IN THE DRIV THIS IS CONSTANT AND RECURRI 2007 TOYOTA TACOMA DOUBLE C	ETRAIN AT LOW	/ SPEEDS/ LOW	RPMS□	Fire:	N	Num. Deaths:	0		Confidential:
Consumer Inform	nation									
Title:		Address:			Zip Code:		Evening Phone:		Country	Phone Code:
Name:		City:	GREENVILLE		Country:	UNITED STATES	Email:			
Org.:		State:	SOUTH CARO	LINA Dayt	ime Phone:		Fax	:		
Product Informa	tion									
Vehicle Inform	ation									
Product:	Product Type :VEHICLE Product Manufacturer :TOYOTA MOTOR Model :TACOMA Model Year :20	CORPORATION	Make :TOYOTA	<u>\</u>		Failure Mileage:	300		Antilock Brakes:	Y
VIN	3TMLU42N37M	Oriș	ginal Owner:	Y		- Body Style:	PICKUP TRUCK		Speed:	
# of Cylinders:	6		Engine Size:	4.0 LITER		Fuel Type:	GAS		Powertrain:	4 WHEEL DRIV
Cruise Control:	Y	V	ehicle Usage:			Purchase Date:	05-MAR-2007		Fuel System:	FUEL INJECTIO
Current Mileage:	7221	Transm	ission Type:	AUTOMATIC						
Component:	105000 POWER TRAIN:DRIVELINE									
Component:	180000 VEHICLE SPEED CONTROL									
Dealer Type:	SALES DEALER			Dealer Name:	ΤΟΥΟΤΑ Ο	F GREENVILL			State:	
Address1:				Work Phone:					Zip Code:	
Address2:				Home Phone:				(Country Ext.:	
City:				Fax:						
Country:				Email:						

	nation							
ODI#:	10197535		Referr	al Source:	NHTSA HOTLINE	Num. Injured:	0 Pro p	perty Damage:
Received Date:	26-JUL-2007	ncident Date: 14-JUL-20	07	Crash:	Y	Num Occurrences:	1	Police Report:
Description:	TL*THE CONTACT OWNS A 2007 THE CONTACT DEPRESSED THE BI FORWARD. THE VEHICLE CRASH UNABLE TO DUPLICATE THE FAILU AND FAILURE MILEAGE WAS 2,00	RAKE PEDAL, BUT THE VEHI ED INTO A GATE. THE DEAI JRE. THE CURRENT MILEAC	CLE SURGED LER WAS	Fire:	Ν	Num. Deaths:	0	Confidential:
Consumer Inform	nation							
Title:		Address:		Zip Code:		Evening Phone:	Country	y Phone Code:
Name:		City: WASHING	TON	Country	UNITED STATES	Email:		
Org.:		State: PENNSYLV	ANIA Day	time Phone:		Fax:		
Product Informa	tion							
venicie inform	ation							
<u>Vehicle Inform</u> <u>Product:</u>	Product Type :VEHICLE Product Manufacturer :TOYOTA MOTOR Model :TACOMA Model Year :20	CORPORATION Make :TOY 007 Type :TRUCK	ΟΤΑ		Failure Mileage:	2000	/	Y
Product:	Product Type :VEHICLE Product Manufacturer :TOYOTA MOTOR Model :TACOMA Model Year :20 5TEUU42N07Z	CORPORATION Make :TOY 007 Type :TRUCK Original Owne	<u>ota</u> r: Y		Body Style:	PICKUP TRUCK	Speed:	4
Product: VIN: # of Cylinders:	Product Type :VEHICLE Product Manufacturer :TOYOTA MOTOR Model :TACOMA Model Year :20 5TEUU42N07Z	CORPORATION Make :TOY 107 Type :TRUCK Original Owne Engine Siz	<u>OTA</u> r: Y ze: 4.0		Body Style: Fuel Type:	PICKUP TRUCK GAS	Speed: Powertrain:	4 4 WHEEL DRIVE
Product:	Product Type :VEHICLE Product Manufacturer :TOYOTA MOTOR Model :TACOMA Model Year :20 5TEUU42N07Z	CORPORATION Make :TOY 007 Type :TRUCK Original Owne	OTA r: Y ze: 4.0 Je: RECREATIONAL		Body Style:	PICKUP TRUCK GAS	Speed: Powertrain:	4
Product: VIN: # of Cylinders: Cruise Control: Current Mileage:	Product Type :VEHICLE Product Manufacturer :TOYOTA MOTOR Model :TACOMA Model Year :20 5TEUU42N07Z	CORPORATION Make :TOY 107 Type :TRUCK Original Owne Engine Siz Vehicle Usag Transmission Type	OTA r: Y ze: 4.0 Je: RECREATIONAL		Body Style: Fuel Type:	PICKUP TRUCK GAS	Speed: Powertrain:	4 4 WHEEL DRIVE
Product: VIN: # of Cylinders: Cruise Control: Current Mileage: <u>Component:</u>	Product Type :VEHICLE Product Manufacturer :TOYOTA MOTOR Model :TACOMA Model Year :20 5TEUU42N07Z	CORPORATION Make :TOY 107 Type :TRUCK Original Owne Engine Siz Vehicle Usag Transmission Type	OTA r: Y ze: 4.0 Je: RECREATIONAL		Body Style: Fuel Type:	PICKUP TRUCK GAS	Speed: Powertrain:	4 4 WHEEL DRIVE
Product: VIN: # of Cylinders: Cruise Control: Current Mileage: <u>Component:</u>	Product Type :VEHICLE Product Manufacturer :TOYOTA MOTOR Model :TACOMA Model Year :20 5TEUU42N07Z	CORPORATION Make :TOY 107 Type :TRUCK Original Owne Engine Siz Vehicle Usag Transmission Type	OTA r: Y ze: 4.0 ge: RECREATIONAL s: AUTOMATIC	WASHING	Body Style: Fuel Type: Purchase Date:	PICKUP TRUCK GAS	Speed: Powertrain: Fuel System:	4 4 WHEEL DRIVE
Product: VIN: # of Cylinders: Cruise Control: Current Mileage: <u>Component:</u> Dealer Type:	Product Type :VEHICLE Product Manufacturer :TOYOTA MOTOR Model :TACOMA Model Year :20 5TEUU42N07Z	CORPORATION Make :TOY 107 Type :TRUCK Original Owne Engine Siz Vehicle Usag Transmission Type	OTA r: Y ze: 4.0 Je: RECREATIONAL c: AUTOMATIC Dealer Name:	WASHING	Body Style: Fuel Type: Purchase Date:	PICKUP TRUCK GAS	Speed: Powertrain: Fuel System: State:	4 4 WHEEL DRIVE
Product: VIN: # of Cylinders: Cruise Control: Current Mileage: <u>Component:</u> Dealer Type: Address1:	Product Type :VEHICLE Product Manufacturer :TOYOTA MOTOR Model :TACOMA Model Year :20 5TEUU42N07Z	CORPORATION Make :TOY 107 Type :TRUCK Original Owne Engine Siz Vehicle Usag Transmission Type	OTA r: Y ze: 4.0 Je: RECREATIONAL :: AUTOMATIC Dealer Name: Work Phone:	WASHING	Body Style: Fuel Type: Purchase Date:	PICKUP TRUCK GAS	Speed: Powertrain: Fuel System: State: Zip Code:	4 4 WHEEL DRIVE

	10191371			Referra	Source:	INTERNET	Num. Injured:	0 Pro	perty Damage:
Received Date:	21-MAY-2007 Incider	t Date:	17-APR-2007		Crash:	Y	-	1	Police Report:
Description:	TL*THE CONTACT OWNS A 2006 TOYOT THE VEHICLE ACCELERATED WITHOUT VEHICLE TO CRASH INTO A BUILDING. CLEAR. THE VEHICLE WAS TOWED TO THAT THEY WERE UNABLE TO DIAGNOS CURRENT MILEAGE WAS 5,500.	VARNING THE ROAI THE DEALI	, WHICH CAUSE CONDITIONS ' ER. THE DEALE	ED THE WERE ER STATED	Fire:	Ν	Num. Deaths:	0	Confidential:
Consumer Inform	nation								
Title:		ddress:			Zip Code:		Evening Phone:	Countr	y Phone Code:
Name:		City:	SPRINGDALE		Country:	UNITED STATES	Email:		
Org.:		State:	ARKANSAS	Dayti	me Phone:		Fax:		
Product Informa	tion						_		
Vehicle Inform	ation								
Product:	Product Type :VEHICLE Product Categ Manufacturer :TOYOTA MOTOR CORP Model :TACOMA Model Year :2006 Ty	RATION	Make :TOYOTA	<u> </u>		Failure Mileage:	5500	Antilock Brakes:	Y
VIN	5TEJU62N76Z	Ori	ginal Owner:	Y		Body Style:		Speed:	2
# of Cylinders:	6		Engine Size:	4.0L		Fuel Type:	GAS	Powertrain:	UNKNOWN
	Y	v	ehicle Usage:	RECREATIONAL		Purchase Date:	01-OCT-2006	Fuel System:	FUEL INJECTIO
Cruise Control:		_	ission Type:	AUTOMATIC				-	
Cruise Control: Current Mileage:	5500	Transn	ssion type:						
	5500 180000 VEHICLE SPEED CONTROL	Transm	ission type:						
Current Mileage:		Transn	ission type:	Dealer Name:	ΤΟΥΟΤΑ Ο	F FAYETVEILL		State:	
Current Mileage: <u>Component:</u>	180000 VEHICLE SPEED CONTROL	Transn	ission type:		ΤΟΥΟΤΑ Ο	F FAYETVEILL		State: Zip Code:	

ODI#:	10187789			Referra	Source:	INTERNET OTHER S	SITE Num. Injured:	0	Prop	erty Damage:
Received Date:	13-APR-2007	Incident Date:	12-APR-2007		Crash:	Ν	Num Occurrences:	5	I	Police Report:
Description:	THIS IS NOT A FAILURE, BI I AM STOPPING AT A STOF AIR CONDITIONER (A/C) (TO PUSH THE BRAKES DOW IS ON, AND SEEMS TO COM THE COMPRESSOR KICKS (TO REAR END SOMEONE. *	P LIGHT/ STOP SIGN AN DN THE TRUCK WILL SU /N HARDER. THIS ONLY 1E FROM THE INCREASE DN. THIS IS VERY UNSA	D AM IN DRIV V RGE FORWARD HAPPENS WHE IN ENGINE RP	VITH THE AND I HAVE IN THE A/C MS WHEN	Fire:	Ν	Num. Deaths:	0		Confidential:
onsumer Inforr	nation									
Title:	MR.	Address:			Zip Code:		Evening Phone:		Country	Phone Code:
Name:		City:	ELK GROVE		Country:	UNITED STATES	Email:			
Org.:		State:	CALIFORNIA	Daytir	me Phone:		Fax:			
oduct Informa	tion									
Vehicle Inform	ation									
Product:	Product Type :VEHICLE P Manufacturer :TOYOTA M Model :TACOMA Model Y	OTOR CORPORATION	Make :TOYOTA			Failure Mileage:	100		Antilock Brakes:	Y
VIN		Orig	jinal Owner:	Y		Body Style:	4-DOOR		Speed:	0
# of Cylinders:	6		Engine Size:			Fuel Type:	GAS		Powertrain:	4 WHEEL DRIV
Cruise Control:	Y	Ve	ehicle Usage:	RECREATIONAL		Purchase Date:			Fuel System:	FUEL INJECTI
ırrent Mileage:	13500	Trancmi	ssion Type:	AUTOMATIC						

Component: 180000 VEHICLE SPEED CONTROL

Complaint Inform	nation							
ODI#:	10186996		Referra	l Source:		Num. Injured:	0	Property Damage:
Received Date:	04-APR-2007 I	ncident Date: 03-APR-2007		Crash:	N	Num Occurrences:	1	Police Report:
Description:	WHILE SLOWING DOWN FOR A R 10 MPH THE VEHICLE LUNGES OR WHILE COMPLETELY STOPPED. T BASIS.*AK	LURCHES FORWARD. THIS ALS	SO HAPPENS	Fire:	N	Num. Deaths:	0	Confidential:
Consumer Inform	nation							
Title:	MR.	Address:		Zip Code:		Evening Phone:		ountry Phone Code:
Name:		City: SAVANNAH		Country:	UNITED STATES	Email:		
Org.:		State: MISSOURI	Dayti	me Phone:		Fax:		
Product Informa	tion							
Vehicle Inform	ation							
Product:	Product Type :VEHICLE Product Manufacturer :TOYOTA MOTOR Model :TACOMA Model Year :20	CORPORATION Make : TOYOTA	<u>\</u>		Failure Mileage:	500	Antilock Brał	es: Y
VIN	5TELU42N76Z	Original Owner:	Y		Body Style:			eed: 5
# of Cylinders:	6	Engine Size:	4.0		Fuel Type:	GAS	Powerti	ain: 4 WHEEL DRIV
Cruise Control:	Y	Vehicle Usage:			Purchase Date:	03-JUN-2006	Fuel Syst	em: FUEL INJECTIO
Current Mileage:	16500	Transmission Type:	AUTOMATIC					
<u>Component:</u>	180000 VEHICLE SPEED CONTROL	<u> </u>						
Dealer Type:	SALES DEALER		Dealer Name:	MOLLE TOY	ΌΤΑ		State:	мо
Address1:	601 W 103RD ST		Work Phone:	816-842-52	200		Zip Code:	64114
Address2:			Home Phone:				Country Ext.:	
Citv:	KANSAS CITY		Fax:					

Complaint Inform	ation	****			*****			
ODI#:	10185253			Referral Source:	SCHOOL LIBRARY	Num. Injured:	Prop	erty Damage
Received Date:	15-MAR-2007 Incide	nt Date:	13-MAR-2007	Crash:	N	Num Occurrences:	10	Police Report
Description:	2006 TOYOTA TACOMA LURCHING FOR HAPPENED QUITE A BIT. VERY STRANG			AS Fire:	Ν	Num. Deaths:		Confidentia
Consumer Inforn	nation							
Title:	MR.	Address:		Zip Code		Evening Phone:	Country	Phone Code
Name:		City:	ARVADA	- Country	UNITED STATES	Email:		
Org.:		State	COLORADO	Daytime Phone:		Fax:		
roduct Informat	tion							
Vehicle Informa	ation							
<u>Product:</u>	Product Type :VEHICLE Product Cates Manufacturer :TOYOTA MOTOR CORP Model :TACOMA Model Year :2006 Ty	ORATION pe :TRUC	Make :TOYOTA K		Failure Mileage:		Antilock Brakes:	N
VIN		Or	iginal Owner: N		Body Style:		Speed:	
# of Cylinders:			Engine Size:		Fuel Type:		Powertrain:	
Cruise Control:	Ν		ehicle Usage:		Purchase Date:		Fuel System:	
urrent Mileage:		Transn	nission Type:					
Component:	180000 VEHICLE SPEED CONTROL							
Dealer Type:	SALES DEALER		Deal	er Name: BOULDER	ΤΟΥΟΤΑ		State:	
Address1:			Wo	rk Phone:			Zip Code:	
Address2:			Hom	e Phone:			Country Ext.:	
City:				Fax:				

Complaint Information

TOY-RQ-00029544

ODI#:	10184759			Referral Source:	DEALER MANUAL	Num. Injured:	0	Property Damage:
Received Date:	11-MAR-2007	Incident Date:	10-MAR-2007	Crash:	Ν	Num Occurrences:	2	Police Report:
Description:	I. MY WIFE, WAS DRI'SUDDENLY STARTED SP HER FOOT OFF THE AC HAD TO BRAKE AS MUC TO PULL TO PULL OFF E ENGINE DIDN'T EVEN S THE SELECTOR LEVER ' FULL RPM. SOMEHOW TO SHUT AND RESTART IN CONTROL. THE SITUATION HAD BE NOT FULLY APPRECIAT SITUATION. II. MY WIFE DIDN'T DAI BUSINESS TRIP. YESTE THE FIRST TIME AFTE DOWN IN THE TRAFFIC DABOVE. I WAS ON A M BRAKE AS HARD AS I C THE SPEED CAREFULLY DRIVING ON US. I SHU' W/O ANY IMPACT. EAC PEDAL WOULD BE PUSF BRAKE PEDAL HARD I V NEXT RED LIGHTS. AFT AGAIN SUDDENLY BACK THE DEFECT DESCRIBE SERIOUS INJURY OR EN OR BAD WEATHER COM WE DON'T DARE TO DR IDENTIFIED AND FIXED CAUSED THE PROBLEM	D ABOVE COULD EASILY (VEN DEATH WHEN HAPPEN	TER RED LIGHTS THE E RNING OR ALARM. HA T HAVE ANY IMPACT. T HAVE ANY IMPACT. DL THE CAR. SHE WAS ROL THE ENGINE. THI NG THE KEY. CHANGIN SIBLE AS THE ENGINE HORROR" SHE WAS A UALLY THE CAR WAS SN'T THERE SO I COU VHEN SHE DESCRIBED I WAS DRIVING THE T. THERE WAS A SLO' IGINE DID THE SAME A T DO ANYTHING BUT IGHTS ON AND SLOWI E HIGHWAY W/O ANYE GINE COUPLE OF TIM AS IF THE ACCELERAT TO ANYTHING BUT IS THE ACCELERAT E CAR AND PUSHING HE TRUCK AND DRIVE ESTARTING THE CAR N CAUSE A CRASH WITH- ING IN A HEAVY TRAF	ENGINE VVING SHE 5 ABLE E VG TOOK ABLE BACK LD • THE M A TRUCK W SODY ES TOR THE TO WAS	Ν	Num Deaths:	0	Confidential:
Consumer Inform	nation					Denning Diama		Country Diverse Colder
Title: Name:		Address: Citv:	HAVRE DE GRACE	Zip Code: Country	UNITED STATES	Evening Phone: Email:		Country Phone Code:
Org.:		•	MARYLAND	Daytime Phone:		Fax:		
Product Informa	tion							
Vehicle Informa								
Product:		E Product Category :LIGH	IT VEHICLES					
	Manufacturer :TOYOT	A MOTOR CORPORATION	Make :TOYOTA					
	MOULT ACOMA MOU	lel Year :2006 Type :TRUC	<u>n</u>		Failure Mileage:		A	ntilock Brakes: Y

		-		DOUY SLYIC.	FICKUP INUCK	speca.	U
# of Cylinders:		Engine Size:		Fuel Type:	GAS	Powertrain:	REAR WHEEL DRIVE
Cruise Control:	Y	Vehicle Usage:		Purchase Date:	22-SEP-2006	Fuel System:	FUEL INJECTION
Current Mileage:	4000	Transmission Type:	AUTOMATIC				
<u>Component:</u>	180000 VEHICLE SPEED CONTROL						
Component:	110000 ELECTRICAL SYSTEM						

Complaint Information **ODI#:** 10184416 Referral Source: INTERNET OTHER SITE Num. Injured: 0 Property Damage: N Received Date: 07-MAR-2007 Incident Date: 04-JAN-2007 Crash: N Num Occurrences: 7 Police Report: N Description: I WANTED TO WRITE YOU TO LET YOU KNOW THAT I HAVE A '06 TACOMA Confidential: N Fire: N Num. Deaths: 0 DOUBLE CAB AND I AM EXPERIENCING THE "LURCH" PROBLEM. I HAVE AROUND 2000 MILES ON MY TRUCK. I THOUGHT IT WAS JUST ME BEING PICKY, BUT IT ACTUALLY FEELS LIKE IT DOESN'T WANT TO STOP AT TIMES. I HAVE NOTICED THAT WITH THE AC OR HEAT ON, IF I ARE SITTING AT A RED LIGHT, AND DON'T HAVE MY FOOT FIRMLY, I MEAN FIRMLY PLANTED ON THE BRAKE, IT WANTS TO JUMP FORWARD. IT WILL DO THIS A COUPLE OF TIMES IF THE LIGHT IS RED FOR A WHILE. ALSO, IF I AM DRIVING THROUGH A PARKING LOT AT SLOW SPEEDS, IT TENDS TO "LURCH" FORWARDS AT TIMES, THUS CAUSING ME TO "PLAY" WITH THE BRAKE AND GAS. 🗆 NOT SURE IF THIS IS RELATED OR NOT, BUT ALSO, IF I AM RIDING AT ABOUT 34-45 MPH AND THEN RELEASE THE GAS, THE ENGINE FEELS LIKE IT STALLS, BUT IT DOESN'T. THE RPMS DROP, THEN LEVEL OFF AGAIN AS IT COAST. *JB Consumer Information **Evening Phone:** Title: MR. Address: Zip Code: Country Phone Code: City: FLORENCE Country: UNITED STATES Email: Name: Org.: State: SOUTH CAROLINA Daytime Phone: Fax: Product Information Vehicle Information Product: Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer : TOYOTA MOTOR CORPORATION Make : TOYOTA Model :TACOMA Model Year :2006 Type :TRUCK Failure Mileage: 500 Antilock Brakes: Y VIN Original Owner: Y Body Style: 4-DOOR Speed: # of Cylinders: 6 Engine Size: Fuel Type: GAS **Powertrain:** REAR WHEEL DRIVE Cruise Control: Vehicle Usage: Y Purchase Date: 11-DEC-2006 Fuel System: FUEL INJECTION Current Mileage: 2100 Transmission Type: AUTOMATIC Component: 180000 VEHICLE SPEED CONTROL **Component:** 061000 ENGINE AND ENGINE COOLING: ENGINE Dealer Type: SALES DEALER State: SC Dealer Name: FLORENCE TOYOTA Address1: Work Phone: Zip Code: 29501 Address2: Home Phone: Country Ext.: City: FLORENCE Fax: Country: US Email:

					*****	*****		
Complaint Inforn	nation			****			******	
ODI#:	10184375		Referr	al Source:	E-BBS	Num. Injured:	0	Property Damage:
Received Date:	06-MAR-2007	Incident Date: 27-SEP-20	006	Crash:	Ν	Num Occurrences:	20	Police Report:
Description:	STILL IN DRIVE. AFTER A FE	DMA THAT "LURCHES" WHEN AT W SECONDS FROM COMING TO / IF THE BRAKES ARE NOT DEPRE IOVE FORWARD. *JB	A STOP, THE	Fire:	Ν	Num. Deaths:	0	Confidential:
Consumer Inform	mation							
Title:	MR.	Address:		Zip Code:		Evening Phone:		Country Phone Code:
Name:		City: TOMBALL		Country	UNITED STATES	Email:		
Org.:		State: TEXAS	Dayt	time Phone:		Fax:		
Product Informa	tion							
Vehicle Inform	ation							
Product:	Product Type :VEHICLE Pr Manufacturer :TOYOTA MC Model :TACOMA Model Ye	oduct Category :LIGHT VEHICLES DTOR CORPORATION_Make :TOY ar :2006 Type :TRUCK	OTA		Failure Mileage:	500		Antilock Brakes: Y
VIN	3TMJU62N36M	Original Owne	r: Y		Body Style:	4-DOOR		Speed: 0
# of Cylinders:	6	Engine Si	ze: 4.0 LITER		Fuel Type:	GAS		Powertrain: REAR WHEEL DR
Cruise Control:	Y	Vehicle Usag	je:		Purchase Date:	27-SEP-2006		Fuel System: FUEL INJECTION
Current Mileage:	4350	Transmission Type	e: AUTOMATIC					
Component:	180000 VEHICLE SPEED COM	ITROL						
Component:	103000 POWER TRAIN:AUT	OMATIC TRANSMISSION						
Dealer Type:	SALES DEALER		Dealer Name:	FRED HAA	S TOYOTA			State:
Address1:			Work Phone:					Zip Code:
Address2:			Home Phone:				α	ountry Ext.:
City:			Fax:	:				
Country:			Email:					

Complaint Information ODI#: 10184332 Referral Source: INTERNET Num. Injured: 0 Property Damage: Y Received Date: 06-MAR-2007 Incident Date: 24-OCT-2006 Crash: Y Num Occurrences: 2 Police Report: Y Confidential: Y Description: I HAVE EXPERIENCED A LURCHING PROBLEM IN MY 2006 SPORT 4 DOOR Fire: N Num Deaths: 0 TACOMA. THE FIRST TIME IT HAPPENED, I REAR ENDED A VEHICLE CAUSING \$1500 DAMAGE TO THE TACOMA AND \$1200 TO THE OTHER VEHICLE. I ALSO HAD A WITNESS THAT SAW MY FOOT ON THE BRAKE PEDAL AFTER IMPACT. THE VEHICLE WAS TOWED TO THE DEALERSHIP AND THE ACCIDENT REPORTED TO TOYOTA CANADA AND THE MINISTRY OF TRANSPORTATION. A THIRD PARTY INVESTIGATOR/ENGINEERING WAS SENT TO CHECK THE VEHICLE AND FOUND NO ERROR CODES. I WAS TOLD THERE WAS NO PROBLEM. TWO MONTHS LATER THE TRUCK LURCHED AGAIN AT AN INTERSECTION. THIS TIME I SHOVED THE TRUCK INTO NEUTRAL. I OBSERVED THE RPMS CLIMB TO 3000 RPM THEN DROP OFF. THE TOYOTA DEALERSHIP (NORTHSIDE TOYOTA) CHECKED THE VEHICLE OVER AND SAID THEY FOUND NO PROBLEM. NOTE: THE VEHICLE HAD ROUGHLY 10,000 KILOMETERS AT THAT TIME. I ALSO FOUND MYSELF RIDING THE BRAKES MORE THEN I HAVE EVER ON ANY VEHICLE I'VE OWNED. WE HAVE SINCE TRADED THE VEHICLE IN FOR A 2007 TACOMA THINKING THIS PROBLEM IS ONE OF A KIND ISSUE. I TOLD THE DEALERSHIP WHY I WAS TRADING IT IN. WE NO LONGER TRUSTED THE 2006. THEY HAD NO QUALMS DOING THE TRADE, OBVIOUSLY THINKING THERE WAS NO ISSUE. I TOOK A MAJOR HIT FOR DEPRECIATION ON A TRUCK THAT HAD ONE OIL CHANGE. THAT 2006 IS STILL SITTING ON THEIR LOT. TO SAY THE LEAST I AM NOT PLEASED, BUT DON'T HAVE THE MEANS TO PURSUE THIS. ALSO THE STRESS GOT TO US. *JB□ **Consumer Information** Title: MR. Address: Zip Code: **Evening Phone: Country Phone Code:** Name: City: SAULT STE MARIE Country: OTHER Email: Org.: State: FOREIGN STATES Daytime Phone: Fax: Product Information Vehicle Information Product: Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer : TOYOTA MOTOR CORPORATION Make : TOYOTA Model :TACOMA Model Year :2006 Type :TRUCK Failure Mileage: 6000 Antilock Brakes: Y VIN: 5TEMU52N96Z Original Owner: Y Body Style: 4-DOOR Speed: 8 # of Cylinders: 6 Engine Size: Fuel Type: GAS Powertrain: 4 WHEEL DRIVE Cruise Control: Y Vehicle Usage: Purchase Date: 15-JUN-2006 Fuel System: FUEL INJECTION Current Mileage: 8000 Transmission Type: AUTOMATIC **Component:** 180000 VEHICLE SPEED CONTROL Dealer Type: SALES DEALER Dealer Name: NORTHSIDE TOYOTA State: 00 Address1: 61 GREAT NORTHERN RD Work Phone: 705-256-6266 Zip Code: Address2: Home Phone: Country Ext.:

Country: ??

Email: WWW.NORTHSIDETOYOTA.COM

Fax:

ODI#:	10183012		Referral Source:	INTERNET	Num. Injured:	0	Property Damage:
Received Date:	20-FEB-2007	Incident Date: 13-FEB-2006	Crash:	N	Num Occurrences:	2	Police Report:
Description:	LIGHT. THE GAS ON M APPLIED BRAKES, THI FRONT OF ME. I WAS A SIDE ROAD BEFORE CAUSING THE REV LIN RESTARTED TRUCK AN 2-14-07 THEY COULD TOYOTA. ON 2-15-07 TOYOTA. MYSELF AND 07 AND TOYOTA HAS THEM BACK AND E-MA	AS OUT ON 2/13/07 AND WAS COMING UP TO YY 2006 TOYOTA TACOMA WOULD NOT LET OF IS WOULD NOT DISENGAGE THE GAS. A CAR W ABLE TO PUT THE TRUCK IN NEUTRAL AND TU HITTING CAR. WHILE IN NEUTRAL RPM'S WEI MITER TO KICK IN. CUT IGNITION SWITCH OFF ND WAS OKAY. TOOK THIS TRUCK TO DEALERS NOT MAKE IT HAPPEN AGAIN. THEY CONTACT TOYOTA HAD NOT CONTACTED THEM BACK. I WAS GIVEN A CASE NUMBER ON 2-15-07. THI NOT CONTACTED ME ON THIS ISSUE. I HAVE C AILED WITH NO RESPONSE. THIS IS A VERY SEI LD GET SOMEONE KILLED. THIS HAS HAPPENEL	FF. I VAS IN RN INTO RE HIGH SHIP ON TED CALLED S IS 2-20- ZALLED RIOUS	Ν	Num. Deaths:	0	Confidential
nsumer Inforr	nation						
Title:		Address:	Zip Code:		Evening Phone:		Country Phone Code:
Name:		City: SALISBURY	Country:	UNITED STATES	Email:		
Org.:		State: NORTH CAROLIN	A Daytime Phone:		Fax:		
oduct Informa	tion						
Vehicle Inform	ation						
Product:	Manufacturer :TOYO	CLE Product Category :LIGHT VEHICLES DTA MOTOR CORPORATION Make :TOYOTA Ddel Year :2006 Type :TRUCK	_	Failure Mileage:		An	tilock Brakes: N
VIN	3TMKU72N56M	Original Owner: N		Body Style:			Speed:
# of Cylinders:		Engine Size:		Fuel Type:			Powertrain:
ruise Control:	Ν	Vehicle Usage:		Purchase Date:			Fuel System:

Complaint Information ODI#: 10182045 Referral Source: INTERNET Num. Injured: Property Damage: N Received Date: 08-FEB-2007 Incident Date: 03-JAN-2007 Crash: N Num Occurrences: 1 Police Report: N Description: I WAS DRIVING DOWN HILL ALONG ABOUT 50 KM/H. I NOTICED STOP LIGHTS Confidential: N Fire: N Num. Deaths: AND CARS SPINNING AND SLIDING EVERYWHERE. I GENTLY TOOK MY FOOT OFF THE THROTTLE TO START ENGINE BRAKING AND AS USUAL NOTHING HAPPENS IMMEDIATELY, WORSE, TRUCK STARTED TO ACCELERATE BECAUSE OF RPM HANG PROBLEM ON EVERY MANUAL TRANSMISSION EQUIPPED MODEL (MY COMPLAINT TO DEALER WAS IGNORED TWICE). THIS IS NOT EXACTLY A PLACE WHERE YOU CAN PUSH THE BRAKES EVEN WITH ABS BECAUSE IT ALSO IS AN OFF SLOPE TURN. □ INSTEAD OF SLOWING DOWN GRACEFULLY, THE RPM HANG ACTUALLY ACTS LIKE A CRUISE CONTROL. COMBINED WITH THE DOWNHILL AND THE RPM HANG I AM NOT DECELERATING AT ALL! SUDDENLY THE ECU FINALLY DECIDES TO CLOSE THE THROTTLE (FUEL CUT OFF). AT THIS POINT TRUCK TAIL OF MY TRUCK SLIDE TO THE RIGHT AND TO THE LEFT. ONLY MY 20 YEAR EXPERIENCE AND GOOD LUCK LET ME AVOID A FATAL ACCIDENT. THE NON-LINEAR THROTTLE RESPONSE IS NOT SAFE. THIS IS JUST DANGEROUS HOW THE ECU IS PROGRAMMED!□ MAYBE BECAUSE ONLY <10% OF ALL TRUCKS HAVE MANUAL TRANSMISSIONS TOYOTA DOESN'T WANT TO HEAR ABOUT IT. TOYOTA MUST ISSUE ECU PATCH FOR MANUAL TRANSMISSION MODELS V6 TACOMA, FJ CRUISER TO ELIMINATE:□ 1. RPM HANG WHEN SHIFTING□ 2. HIGH RPM (1450) WHEN ROLLING DOWNHILL IN NEUTRAL OR WITH CLUTCH DEPRESSED 3. MAKE LINEAR THROTTLE RESPONSE. *JB□ **Consumer Information** Title: MR. Address: Zip Code: **Evening Phone: Country Phone Code:** Country: OTHER City: COQUITLAM Name: Email: Org.: State: FOREIGN STATES Daytime Phone: Fax: **Product Information** Vehicle Information Product: Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer : TOYOTA MOTOR CORPORATION Make : TOYOTA Model :TACOMA Model Year :2007 Type :TRUCK Failure Mileage: 2900 Antilock Brakes: Y VIN: 5TELU42N47Z Original Owner: Y Body Style: PICKUP TRUCK **Speed:** 50 # of Cylinders: 6 Engine Size: 4.0 Fuel Type: GAS Powertrain: 4 WHEEL DRIVE Cruise Control: Y Vehicle Usage: Purchase Date: 03-NOV-2006 Fuel System: FUEL INJECTION Current Mileage: 3150 Transmission Type: MANUAL Component: 180000 VEHICLE SPEED CONTROL Component: 980000 OTHER Dealer Type: SALES DEALER Dealer Name: REGENCY TOYOTA State: 00 Mark Dhana 7im Code

Address1:		Work Phone:
Address2:		Home Phone:
City:	BURNABY, CANADA	Fax:
Country:	??	Email:

TOY-RQ-00029552

	10181486		D_f	al Source:	INTERNET	Num. Injured:	0 Pro	perty Damage:
ODI#:						-		
Received Date:		Incident Date: 24-JAN-20		Crash:			1	Police Report:
Description:	NEWTON PA. WITH MY FOO HARD THE BRAKE WOULD N THE ONCOMING CAR MISSE TOYOTA TO TAKE CARE OF WITH ONLY 3000 MILES ON WILL BE SOLD TO SOMEONE	OR ONCOMING TRAFFIC AT RT. T ON THE BRAKE THE TRUCK ACC OT HOLD IT EVEN WITH FULL PRI D ME BY INCHES. AFTER TRYING IT WITH NO LUCK, I TRADED THI IT. I AM VERY CONCERNED THAT THAT MAY HAVE THE SAME PRO S. *JB SEE ALSO 10180652 *DS	CELERATED SO ESSURE APPLIED. TO GET E TRUCK IN I THE TRUCK BLEM AND NOT	Fire:	Ν	Num. Deaths:	U	Confidential:
Consumer Inforr	nation							
Title:	MR.	Address:		Zip Code:		Evening Phone:	Countr	y Phone Code:
Name:		City: WEST NEW	VTON	Country:	UNITED STATES	Email:		
Org.:		State: PENNSYLV	ANIA Dayt	ime Phone:		Fax:		
Product Informa	tion							
Vehicle Inform	ation							
Product:		oduct Category :LIGHT VEHICLES DTOR CORPORATION Make :TOY ar :2007 Type :TRUCK			Failure Mileage:	2987	Antilock Brakes:	Y
VIN	5TELU42N17Z	Original Owne	er: Y		Body Style:		Speed:	0
# of Cylinders:	6	Engine Si	ze: 4.0		Fuel Type:	GAS	Powertrain:	4 WHEEL DRIVE
	Y	Vehicle Usag	je:		Purchase Date:	14-NOV-2006	Fuel System:	FUEL INJECTIO
Cruise Control:								
Cruise Control: Current Mileage:	2989	Transmission Type	e: AUTOMATIC					
Current Mileage:	2989 <u>180000 VEHICLE SPEED COM</u>		e: AUTOMATIC					
Current Mileage: <u>Component:</u>		ITROL	e: AUTOMATIC					
Current Mileage: <u>Component:</u>	180000 VEHICLE SPEED COM	ITROL	e: AUTOMATIC Dealer Name:	DAY TOYO	ТА		State: PA	
ùrrent Mileage: <u>Component:</u> <u>Component:</u> Dealer Type:	180000 VEHICLE SPEED CON 072000 FUEL SYSTEM, GASC	ITROL					State: PA Zip Code: 1523	5
Current Mileage: <u>Component:</u> <u>Component:</u> Dealer Type:	180000 VEHICLE SPEED CON 072000 FUEL SYSTEM, GASC SALES DEALER	ITROL	Dealer Name:					5

ODI#:	10181411			Referra	al Source:	EMPLOYER/COMPA	NY Num. Injured:	Prop	erty Damage:
Received Date:	02-FEB-2007	Incident Date:	24-OCT-2006		Crash:	Ν	Num Occurrences:	1	Police Report:
Description:	AT HIGHWAY SPEEDS, THE THR TO CONTINUE AT HIGH RPM AN IN HEAVY TRAFFIC, THERE IS G	ID THE VEHICLE WO	DN'T SLOW DOV		Fire:	Ν	Num. Deaths:		Confidential:
Consumer Inform	mation								
Title:	MR.	Address:			Zip Code:		Evening Phone:	Country	/ Phone Code:
Name:		City:	FORESTHILL		Country:	UNITED STATES	Email:		
Org.:		State:	CALIFORNIA	Dayti	ime Phone:		Fax:		
roduct Informa	tion								
Vehicle Inform	ation								
Product:	Product Type :VEHICLE Produ Manufacturer :TOYOTA MOTO Model :TACOMA Model Year :	R CORPORATION	Make :TOYOTA	<u> </u>		Failure Mileage:	1	Antilock Brakes:	N
VIN	5TEUX42N87Z		 jinal Owner:	Y		-	1 PICKUP TRUCK	Speed:	
# of Cylinders:			Engine Size:			Fuel Type:	GAS	•	4 WHEEL DRIVE
, Cruise Control:	Y	Ve	ehicle Usage:	RECREATIONAL			22-OCT-2006		FUEL INJECTIO
						r di chuse buter	22 001 2000	ruer by stern	1 OLL INDECTIO
Current Mileage:	2500	Transm	ission Type:						
	2500 180000 VEHICLE SPEED CONTROL		ission Type:						
urrent Mileage:			ission Type:	Dealer Name:	ROSEVILLE	Ε ΤΟΥΟΤΑ		State:	
urrent Mileage: <u>Component:</u>	180000 VEHICLE SPEED CONTR		ission Type:	Dealer Name: Work Phone:	ROSEVILLE	Ε ΤΟΥΟΤΑ		State: Zip Code:	
urrent Mileage: <u>Component:</u> Dealer Type:	180000 VEHICLE SPEED CONTR		ission Type:		ROSEVILLE	Ε ΤΟΥΟΤΑ			

*****							*****	*****	
10180652			Referra	al Source:	INTERNET	Num. Injured:	0	Prop	erty Damage:
24-JAN-2007 In	ident Date:	24-JAN-2007		Crash:	Ν	Num Occurrences:	1	r	Police Report:
HARD ENOUGH THE BRAKE WOULD ONTO THE ROAD WITH ONCOMING DO NOT QUESTION MY ABILITY TO	NOT HOLD IT. TRAFFIC. THE PUSH ON THE E	PUSHING THE E CAR MISSED BRAKE AND NO	TRUCK ME. PLEASE T THE GAS	Fire:	Ν	Num Deaths:	0		Confidential:
nation									
MR.	Address:			Zip Code:		Evening Phone:		Country	Phone Code:
	City:	WEST NEWTO	N	Country:	UNITED STATES	Email:			
	State:	PENNSYLVANI	A Dayt	ime Phone:		Fax:			
tion									
ntion									
Manufacturer : TOYOTA MOTOR C	ORPORATION	Make :TOYOTA	·		Failure Mileage:	2987	Antii	ock Brakes:	Y
5TELU42N17Z	Orig	jinal Owner:	Y		-		,		
6		Engine Size:	4.0L		Fuel Type:	GAS		•	4 WHEEL DRIVE
Y	Ve	ehicle Usage:			Purchase Date:	14-NOV-2006	F	fuel System:	FUEL INJECTIO
2989	Transm	ission Type:	AUTOMATIC					•	
180000 VEHICLE SPEED CONTROL	_								
SALES DEALER			Dealer Name:	DAY TOYT	Ą			State: PA	
1140 CLAIRTON BLVD.			Work Phone:	412-469-3	000		Zip	Code: 15236	
			Home Phone:				Country	/ Ext.:	
							•		
	AT A FULL STOP AT AN INTERSECT. HARD ENOUGH THE BRAKE WOULD ONTO THE ROAD WITH ONCOMING DO NOT QUESTION MY ABILITY TO AS YOU HAVE IN ALL THE REPORTS *DSY mation MR. tion ation Product Type :VEHICLE Product C Manufacturer :TOYOTA MOTOR C Model :TACOMA Model Year :200 5TELU42N17Z 6 Y 2989	24-JAN-2007 Incident Date: AT A FULL STOP AT AN INTERSECTION THE TRUCK HARD ENOUGH THE BRAKE WOULD NOT HOLD IT. ONTO THE ROAD WITH ONCOMING TRAFFIC. THI DO NOT QUESTION MY ABILITY TO PUSH ON THE I AS YOU HAVE IN ALL THE REPORTS I HAVE READ. *DSY mation MR. Address: City: state: tion ation Product Type :VEHICLE Product Category :LIGHT Manufacturer :TOYOTA MOTOR CORPORATION Model :TACOMA Model Year :2007 Type :TRUCK 5TELU42N17Z Orig 6 Y Y Va 2989 Transm 180000 VEHICLE SPEED CONTROL SALES DEALER	10180652 24-JAN-2007 Incident Date: 24-JAN-2007 AT A FULL STOP AT AN INTERSECTION THE TRUCK ACCELERATED HARD ENOUGH THE BRAKE WOULD NOT HOLD IT. PUSHING THE ONTO THE ROAD WITH ONCOMING TRAFFIC. THE CAR MISSED I DO NOT QUESTION MY ABILITY TO PUSH ON THE BRAKE AND NO' AS YOU HAVE IN ALL THE REPORTS I HAVE READ. *NM SEE ALS *DSY mation MR. Address: City: WEST NEWTO State: PENNSYLVANL tion Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Model :TACOMA Model Year :2007 Type :TRUCK 5TELU42N17Z G STELU42N17Z G SALES DEALER	24-JAN-2007 Incident Date: 24-JAN-2007 AT A FULL STOP AT AN INTERSECTION THE TRUCK ACCELERATED BY ITSELF HARD ENOUGH THE BRAKE WOULD NOT HOLD IT. PUSHING THE TRUCK ONTO THE ROAD WITH ONCOMING TRAFFIC. THE CAR MISSED ME. PLEASE DO NOT QUESTION MY ABILITY TO PUSH ON THE BRAKE AND NOT THE GAS AS YOU HAVE IN ALL THE REPORTS I HAVE READ. *NM SEE ALSO 10181486 *DSY mation MR. Address: City: WEST NEWTON State: PENNSYLVANIA Dayt tion State: PENNSYLVANIA Product Type :/EHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Model :TACOMA Model Year :2007 Type :TRUCK STELU42N17Z Original Owner: Y 6 Engine Size: 4.0L Y Vehicle Usage: 2989 Transmission Type: AUTOMATIC 180000 VEHICLE SPEED CONTROL SALES DEALER Dealer Name: 1140 CLAIRTON BLVD. Work Phone:	10180652 Referral Source: 24-JAN-2007 Incident Date: 24-JAN-2007 Crash: AT A FULL STOP AT AN INTERSECTION THE TRUCK ACCELERATED BY ITSELF HARD ENOUGH THE BRAKE WOULD NOT HOLD IT. PUSHING THE TRUCK ONTO THE ROAD WITH ONCOMING TRAFFIC. THE ROAD WITH ONCOMING TRAFFIC. THE ROAD WITH ONCOMING TRAFFIC. THE BRAKE AND NOT THE GAS AS YOU HAVE IN ALL THE REPORTS I HAVE READ. *NM SEE ALSO 10181486 *DSY Fire: mation	10180652 Referral Source: INTERNET 24-JAN-2007 Incident Date: 24-JAN-2007 Crash: N AT A FULL STOP AT AN INTERSECTION THE TRUCK ACCELERATED BY ITSELF Fire: N AT A FULL STOP AT AN INTERSECTION THE TRUCK ACCELERATED BY ITSELF Fire: N MARD ENOUGH THE BRAKE WOULD NOT HOLD IT. PUSHING THE TRUCK Fire: N ONTO THE ROAD WITH ONCOMING TRAFFIC. THE CAR MISSED ME. PLEASE DO NOT QUESTION MY ABILITY TO PUSH ON THE BRAKE AND NOT THE GAS AS YOU HAVE IN ALL THE REPORTS I HAVE READ. *NM SEE ALSO 10181486 *DSY	10180652 Referral Source: INTERNET Num. Injured: 24-JAN-2007 Incident Date: 24-JAN-2007 Crash: N Num Occurrences: AT A FULL STOP AT AN INTERSECTION THE TRUCK ACCELERATED BY ITSELF Fire: N Num. Deaths: AND ENOUGH THE BRAKE WOULD NOT HOLD IT. PUSCHING THE TRUCK Fire: N Num. Deaths: ONTO THE ROAD WITH ONCOMING TRAFFIC. THE CAR MISSED ME. PLEASE DO TO QUESTION MY ABILITY TO PUSH ON THE BRAKE AND NOT THE GAS SOUTO ON THE ROAD WITH ONCOMING TRAFFIC. Evening Phone: Evening Phone: MR. Address: Zip Code: UNITED STATES Evening Phone: MR. Address: Evening Phone: UNITED STATES Enail: State: PENNSYLVANIA Daytime Phone: UNITED STATES Enail: Model Type: VEHICLE Froduct Type: VEHICLE Product Category: LIGHT VEHICLES Failure Mileage: 2987 Model TACOMA Model Year: 2007 Type: TRUCK Failure Mileage: 2987 STELU42N172 Original Owner: Y Body Style: PICKUP TRUCK 6 Engine Size: 4.0L Fuel Type: GAS Y Evening Phone: 2989	24 JAN 2007 Incident Date: 24 JAN 2007 Crash: N Num Occurrence: 1 AT A FULL STOP AT AN INTERSECTION THE TRUCK ACCELERATED BY ITSELF Fire: N Num Deaths: 0 MAD DOUDD THE BRAKE WOULD NOT HOLD IT. PUSHING THE TRUCK ACCELERATED BY ITSELF Fire: N Num Deaths: 0 ONTO THE ROAD WITH ONCOMING TRAFFIC. THE CARS MISSID ME, PLEASE Num Deaths: 0 Num Deaths: 0 SYOU HAVE IN ALL THE REPORTS I HAVE READ. *NM SEE ALSO 10181486 TO PUSH ON THE BRAKE AND NOT THE GAS SY OU HAVE IN ALL THE REPORTS I HAVE READ. *NM SEE ALSO 10181486 Fire: Num Deaths: 0 MR. Address: State: PLO Contry: UNITED STATES Email: MR. Address: State: PENNYLVANIA Daytime Phone: Feat Feat tion	10180652 Referral Source: INTERNET Num. Injured: 0 Propu- 24-JAN-2007 Incident Date: 24-JAN-2007 Crash: N Num Occurrences: 1 I 24-JAN-2007 Incident Date: 24-JAN-2007 Crash: N Num Occurrences: 1 I 24-JAN-2007 Incident Date: 24-JAN-2007 Crash: N Num Occurrences: 1 I I 47 A FULL STOP AT AN INTERSECTION THE TRUCK ACCELERATED BY ITSELF Fire: N Num. Deaths: 0 O Nort Readown Nort TAFE, Cr. The CAR MISSED ME. PLEASE DO NOT OUE STOM MY ABULTY TO PUSH ON THE BRAKE AND NOT THE GAS AS YOU HAVE IN ALL THE REPORTS I HAVE READ. *NM SEE ALSO 10181486 *OSY Ford Country UNITED STATES Email: Country MR. Address: City: WEST NEWTON Country: UNITED STATES Email: Country Product Type: VEHICLE Product Category :LIGHT VEHICLES Model:TACOMA Model Year :2007 Type :TRUCK Fielure Mileage: 2987 Antilock Brakes: Speed: STELU42N17Z Original Owner: Y Body Style: PICKUP TRUCK Speed: Speed:

	nation							
ODI#:	10172030		Referra	al Source:	OTHER	Num. Injured:	Proj	erty Damage:
Received Date:	28-OCT-2006	Incident Date: 27-OCT-2006	5	Crash:	Ν	Num Occurrences:	3	Police Report:
Description:	ON A MOUNTAINOUS ROAD AE GOING UP AN INCLINE FOR MY AND THE GAS PEDAL "STUCK". DISENGAGING OF THE GAS PED NOT TO LOSE THE POWER STE MINUTES. WHEN WE WERE ON AND FINALLY THE GAS PEDAL D TOYOTA HAS REPLACED THE C CONTROL ISSUE. THIS IS A GA THE MAT WAS UNDER THE GAS BRAKES WERE AGAIN RED HOT TRUCK.	THE THIRD TIME IN THIS VEHICLE 30UT 30 MPH. TRUCK MOVED TO HUSBAND TO PASS HIM. HE AC APPLIED THE BRAKES WITH NO JAL. TURNED THE KEY OFF AND ERING. THIS CONTINUED FOR S A STRAIGHTAWAY, HE TURNED DISENGAGED. TWO TIMES PREVI RUISE CONTROL. THIS IS NOT A AS PEDAL ISSUE. I WAS TOLD PR FEDAL ISSUE. I WAS TOLD PR F PEDAL. THIS IS HARDLY THE PF F WHEN MY HUSBAND TRIED TO S OYOTA AGAIN THIS A.M. THIS VI E PUT DOWN! *NM SEE ALSO O	THE SIDE CELERATED ON SO AS EVERAL THE KEY OFF OUSLY CRUISE EVIOUSLY COBLEM. THE STOP THE	Fire:	Ν	Num. Deaths:		Confidential:
Consumer Inform	nation							
Title:	MRS.	Address:		Zip Code:		Evening Phone:	Countr	y Phone Code:
Name:		City: LANSING		Country:	UNITED STATES	Email:		
Org.:		State: NORTH CARG	DLINA Dayti	ime Phone:		Fax:		
Product Informa	tion							
Vehicle Inform	ation							
Product:		uct Category :LIGHT VEHICLES DR CORPORATION Make :TOYOT :2006 Type :TRUCK	<u> </u>		Failure Mileage:	25000	Antilock Brakes:	Y
VIN	3TMLU42N36M	Original Owner:	Y		Body Style:	PICKUP TRUCK	Speed:	30
# of Cylinders:	4	Engine Size:	4		Fuel Type:	GAS	Powertrain:	4 WHEEL DRIVE
Cruise Control:	Y	Vehicle Usage:			Purchase Date:	01-JAN-2006	Fuel System:	FUEL INJECTIO
urrent Mileage:	25000	Transmission Type:	AUTOMATIC					
<u>Component:</u>	180000 VEHICLE SPEED CONTR	ROL						
Dealer Type:	SALES DEALER		Dealer Name:	MIKE JOH	SON HICKOR		State: NC	
Address1:	435 US HWY 70SE		Work Phone:	704 535 19	972		Zip Code: 28223	7N
Address2:			Home Phone:				Country Ext.:	
	HICKORY		Fax:					

					******			******	
ODI#:	10152011			Referra	al Source:	NHTSA HOTLINE	Num. Injured:	Pro	perty Damage:
Received Date:	06-MAR-2006	incident Date:	06-MAR-2006		Crash:	Y	Num Occurrences:	1	Police Report:
Description:	DT*: THE CONTACT STATED WH THE THROTTLE STICKS. AFTER THIGH AND DO NOT DECREASE. T FOR INSPECTION. ALTHOUGH, T WITH THE SPEED CONTROL AND COULD NOT BE REMEDIED BY TH	THE THROTTLE ST THE VEHICLE WAS THE DEALER KNEV THE ELECTRICAL	ICKS, THE RPM TAKEN TO TH THE PROBLEI SYSTEM, THE	4'S RANGE E DEALER M PERSISTED PROBLEM	Fire:	Ν	Num. Deaths:		Confidential:
Consumer Inform	nation								
Title:		Address:			Zip Code:		Evening Phone:	SAME Count	ry Phone Code:
Name:		City:	BRECKENRID	GE	Country	UNITED STATES	Email:		
Org.:		State:	COLORADO	Dayt	ime Phone:		Fax:		
Product Informa	tion								
Vehicle Inform	ation								
Product:	Product Type :VEHICLE Product Manufacturer :TOYOTA MOTOR Model :TACOMA Model Year :2	CORPORATION	Make :TOYOT	<u> </u>		Failure Mileage:	12	Antilock Brakes:	Y
VIN	5TEPX42NX6Z	Orig	jinal Owner:	Y		-	PICKUP TRUCK	Speed	
# of Cylinders:	4		Engine Size:	2.7		Fuel Type:	GAS	Powertrain:	4 WHEEL DRIVE
Cruise Control:	Ν	Ve	hicle Usage:			Purchase Date:	23-JAN-2006	Fuel System:	FUEL INJECTIO
urrent Mileage:	1033	Transm	ssion Type:	MANUAL					
Component:	110000 ELECTRICAL SYSTEM								
Component:	180000 VEHICLE SPEED CONTRO	L							
Dealer Type:	SALES DEALER			Dealer Name:	BURT TOY	ΟΤΑ		State: CO	
Address1:	5460 S BROADWAY			Work Phone:	303-789-6	566		Zip Code: 8011	.3-6767
Address2:				Home Phone:				Country Ext.:	
C 1	ENGLEWOOD			Fax:					
City:	ENGLEVVOOD			TUA					

From: Christopher Tinto/=WDC/Toyota_NY.	Sent:2/5/2008 11:34 AM.
To: [-] <scott.yon@dot.gov>.</scott.yon@dot.gov>	
Cc: [-] CSantucci@tma.toyota.com;Jeff.Quandt@dot.gov.	
Bcc: [-] . Subject: RE: Opening resume.	
	1
Confirming receipt - thanks for sending	
Best Regards, Chris	
Chris Tinto	
Vice President, Technical and Regulatory Affairs, Safety	
Toyota Motor North America, Inc. 601 13th St. NW	
Suite 910 South Washington, DC 20005	
Phone (202) 463-6824	
NEW CELL NUMBER - (202) 412-7822 email: Chris Tinto@tma.toyota.com	
<scott.yon@dot.gov></scott.yon@dot.gov>	
02/05/2008 09:37 AM To <csantucci@tma.toyota.com></csantucci@tma.toyota.com>	
cc <ctinto@tma.toyota.com>, <jeff.quandt@dot.gov></jeff.quandt@dot.gov></ctinto@tma.toyota.com>	
Subject RE: Opening resume	
Hi Chris,	
Can you confirm receipt please?	
Attached are two Adobe files; one contains the 32 VOQs (Petitioner's report included also) no the other contains a correspondence provided by the Complainant on VOQ 10152011 (this is	
have for these 32 reports at this time).	
I am working of the IR letter and will send it ASAP.	
Thanks,	
Scott	
From: CSantucci@tma.toyota.com [mailto:CSantucci@tma.toyota.com]	
Sent: Thursday, January 31, 2008 5:49 PM	
To: Yon, Scott <nhtsa></nhtsa>	
*	

Cc: CTinto@tma.toyota.com; Quandt, Jeff <nhtsa> Subject: RE: Opening resume</nhtsa>
Scott,
Can you also provide the 31 VOQ's that are referenced in the "Other" category of the opening resume? All that is attached to your email are documents related to the petitioner only.
Regards,
Chris Santucci - Assistant Manager Technical and Regulatory Affairs Toyota Motor North America, Inc. Ofc (202) 463-6856 Cell (202) 651-1581 Fax (202) 463-8513 email: Chris_Santucci@tma.toyota.com
Note: We cannot receive attachment extensions listed below. .exe, .com, .pif, .scr, .cmd, .bat, .vbs, .lnk, .htm, .html, .shs, or .zip
<scott.yon@dot.gov></scott.yon@dot.gov>
01/31/2008 03:36 PM To <ctinto@tma.toyota.com>, <csantucci@tma.toyota.com> cc <jeff.quandt@dot.gov> Subject RE: Opening resume</jeff.quandt@dot.gov></csantucci@tma.toyota.com></ctinto@tma.toyota.com>
Can you please confirm receipt of this message?
Attached are the documents related to the petitioner's complaint and petition letter, fyi. I'll send the IR ASAP.
Regards, Scott
From: Johnson, Valencia <nhtsa> Sent: Thursday, January 31, 2008 3:06 PM To: CTinto@tma.toyota.com Cc: Quandt, Jeff <nhtsa>; Yon, Scott <nhtsa> Subject: Opening resume</nhtsa></nhtsa></nhtsa>
FYI – Please see the attached opening resume. Thank you[attachment "ODI10216086.pdf" deleted by Chris Santucci/WDC/Toyota_NY] [attachment "CL-10216086-5377.pdf" deleted by Chris Santucci/WDC/Toyota_NY] [attachment "ODI10214130.pdf" deleted by Chris Santucci/WDC/Toyota_NY]

		DOT Aut	o Safety	/ Hotline			FOR	AGENCY USE ONL	Y 10014	8
 U.S. Department of Transportation 		cle Own	er's Q ′ehicle S	uestion Safety Defe		Date	te Receiv	ved	Reposito	ry 🗌
National Highway Traffic Safety Administration	INTE	(1-8	8-DASH 88-327- v.nhtsa.		otline		06-M/	AR-2006 2.5 P	Referenc 1015207	
(Name	OWNER INFORM	ΛΑΤΙΟΝ (Τ)	pe or Pri	nt)		Day	ytime Te	lephone Number	E-mail Add	ress
Address						Eva	oning Tel	lephone Number		
City BRECKENRID	GE	Sta	^{te} co	Zip Code			AME			
Do you authorize NHT In the absence of an a Signature of Owner	SA to provide a authorization, NF	copy of this HTSA WILL I	report to NOT provi	the manufac de your nam	turer of you e or addres	ur vehicle? s to the ve Date	? [ehicle m	YES X	NO	
				HICLE INFOR		·····		· · · · · · · · · · · · · · · · · · ·		
17 digit Vehicle Identificati 5TEPX42NX6Z	ion Number Located	at bottom of	windshield (on driver's side	Make TOYOTA		1	Aodel FACOMA	Mod 200	e <u>l Yoar</u> 6
Date Purchased 23-JAN-06	Dealer's Nam BURT TOYO	TA 303-789-		ber			N	Engine: No: Cylinders <u>4</u>		el Type: Gas
Original Owner	Dealer's City ENGLEWOO				State CO	Zip Code 80113-6				
	Antilock Brakes	Powertrain 4 WHEEL D				omponent /EHICLE SF		ONTROL		
	Cruise Control	4 VVIILLE			Multiple I	ailure: 1				
		F	AILED CO	MPONENT (S)/PART(S) INFORM	ATION			
Incident Date(s) Fa 06-MAR-2006	ailure Mileage 12	Failure Spee	ed .			-				
The Male	ADDIT			COMPLETED	WHEN RE	PORTING		E FAILURE Size (Example P2	15/65R15)	
Tire Make					T					
			riginal Equ rior Repair		Failure Lo	cation:	- <u>T</u>			
Tire Component Code			0.00.001			TINCAO		Failure Type		
Make:	ADDITION	ALTIEMST		Manufacture			del No./	EAT FAILURE		
Seat Type:				llation System		[
Child Seat Component	Code:	Failed Pa								
	_	(Please des	APPLICA	BLE INCIDEN ail the incident(s), Failure(s),	Crash(es), ar				
Crash Fir	Yes X No	Number of			umber of De	aths F	Reporte N	d to Police		
Narrative Description Please describe (1) ev i.e, parts repaired or r	ents leading up	to the failur	e, (2) failu	es). re and its cor	nsequences	, and (3) w	what was	s done to correct	the failure	;
DT*: THE CONTACT S RPM'S RANGE HIGH A THE PROBLEM PERSIS THE high	ND DO NOT DEC	REASE. THE	VEHICLE '	WAS TAKEN 1 FHE ELECTRIC	to the dea	LER FOR I I, THE PRO	INSPECT	ION. ALTHOUGH	I, THE DEAL	.ER KNEW
pedal, tself. The pedal is	does not released	stick, They	Ŀ	String "	the R Tay w pays	pm's	they	nst cum were at e it clut	f down	n once The toppesed
CIUTCA Was	From 4th	50 05		OOU RPI		10,11	stay	there + no	tdrop	
when shifting		7			nvoice.			TACH ADDITION		

mechanical cash Jung from pedal to engine. *

Narrative Description of Incident(s), Failure(s), Crash(es), and Injury(ies) * Thase see た buing accia \mathcal{O} trun ADDITIONAL SHEETS IF NECESSARY ATPÁCH

U.S. Department of Transportation

National Highway Traffic Safety Administration

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

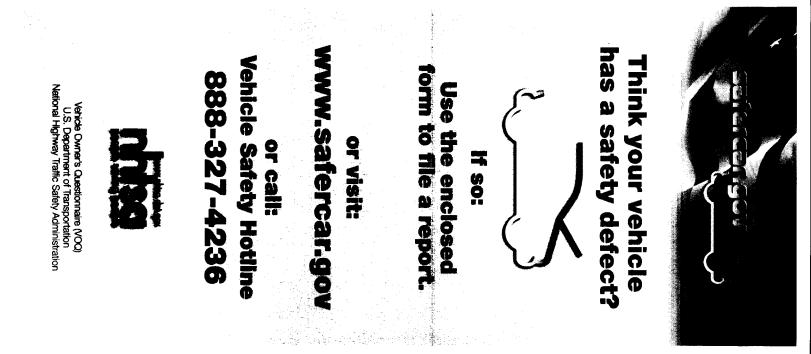
Official Business Penalty for Private Use \$300



PERMIT NO 73173 WASHINGTON, D.C.

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

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



NO POSTAGE

NECESSARY

IF MAILED IN THE UNITED STATES

03/15/2006 14:15:25	Incident Report 06-07 Breckenridge Police De		Page #: 1
Incident Date/Time: 03/11/06 17:15 To: 03/11/06 17:25 Report Date/Time: 03/11/06 21:43		Description: Other Misco File#: 06-0749	ellaneous Repor
Complainant: Address: Address: City/State: , Phone:	DOB: Age: Race: Reside Sex: Hair: Ethnic: Eyes: Height: '0" Weigh	Address: Address:	currence HWY 9 et: BRECKENRIDGE / VALLEY BROOK
Employer: Address: Address: City/State: , Phone:	Occupation:		
Person(s) Involved:			
Type Name	DOB Address	City/State	Phone
None		BRECKENRID	GE,CO
Location: - HWY 9		Time Arrived: 18:45 Time Cleared: 19:10	
Burglary Crimes		Time Cleared: 19:10	
Entry Method: Entry Point: Instrument: Inc. Activity:	Exit Point: Neighborhood: Safe Entered:		
Referral: NONE Children: None Present			Inv Assgn: Inv Due:
Evidence Taken: Photo: N Fingerprint(s)): N Other: N		Approved: 03/12/06
Status: Inactive Exp. Clrd. Status:	Status Date: 02/0	7/02	
Investigator:			Approved: 03/13/06
Reporting Officer: 0306 - ZERNICKOW, SEA		·········	· · · · · · · · · · · · · · · · · · ·
Supervisor: 4805 - JAGUSCH,SCOTT			
Entered By: 0306 - ZERNICKOW,SEA	N		
Records: 3753 - GOBLE, ROBYN			
Addendum Codes: /		· · · · ·	
Copies To: News Media			

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7

VICTIM/SUBJECT SECTION

Name: Addr:			Subject # 1 - N	DOB : Race:		Hair:	Unknown
Addr: City:	BRECKEN	RIDGE,CO		Sex : Age :	Male 36 -	Eyes: Skin:	
Phone: SSN:				Hght: Wght:	' 0" 0	Face:	
OLN:		ST: CO		wgnt.	U		
			PROPERTY/VI	EHICLE SECTION			
Plate #	State	Type VIN	Year Make	Model Colors	Style	Reason	
	oss ype Qnt	Make, Model, Style	Description	Se	rial#	Value	Rec Date Rec Value

Incident Narrative 06-0749

On 03/11/06 at about 6:45 PM, I, Officer Sean Zernickow, Breckenridge Police Department, was dispatched to 401 N. Ridge Street, on the report of a single car motor vehicle accident, which happened around 5:15 PM.

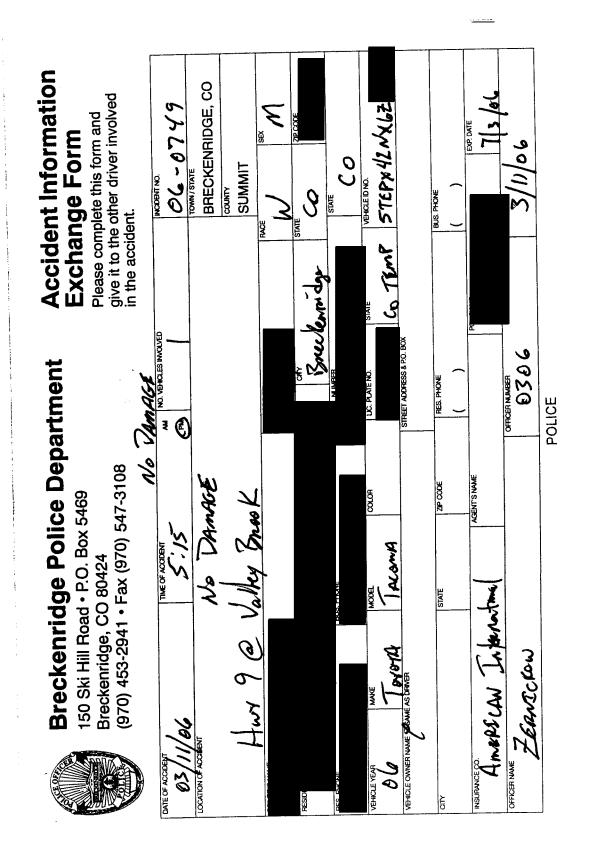
On arrival I spoke with **Sector 1** He said about 5:15 he was driving north on Highway 9 just past Valley Brook, when he went to shift his truck from fourth to fifth gear. He said when he depressed his clutch his RPM's "shot" up. He started to release the clutch and began to fish tail to the right. He tried to correct the discrepancy and slid into a snowbank located on the east side of highway nine just past Valley Brook.

There is no damage to **solution**'s vehicle. He said he had his truck, 2006 Toyota Tacoma, down in Denver today for this problem. He described the problem as the throttle sticking when he shifts from fourth to fifth gear. The dealership told him there was nothing they could to fix the problem so he drove the vehicle back.

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

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

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



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TOY-RQ-00029564

Complaint Inforn	nation						
ODI#:	10214130		Referral Source:	INTERNET	Num. Injured:	0	Property Damage:
Received Date:	07-JAN-2008	Incident Date: 05-JAN-2008	Crash:	Ν	Num Occurrences:	2	Police Report:
Description:	ACCELERATIONS WITHIN HIGHWAY. I TURNED INTO ON A SNOW-SLICKED ROA AT SLOW SPEED, ABOUT 5 SUDDENLY ACCELERATED TO KEEP IT FROM RUNNIN ENGAGING, THE CAR STILL BEFORE I WAS ABLE TO S' AN HOUR LATER WHEN I A A CURVED, GRAVEL DRIVE TOTAL DISTANCE TO BE TO THE TURN, I HAD TRAVELE (IDLING POWER WAS ALL GAS WAS APPLIED). THE V I HAD TO STAND ON THE F REAR TIRES SPUN AND TH THE GRAVEL SURFACE, BE FOLLOWING MONDAY, I TO WERE UNABLE TO FIND AT	D TWO SPONTANEOUS AND UNCONTRO ABOUT TWO HOURS. THE FIRST WAS () A PULLOUT TO ALLOW A FASTER CAR ,D. WHILE TURNING BACK TOWARD TH ; MPH, TAPPING ON MY BRAKE PEDAL, ' AND I WAS FORCED TO STAND ON THE IG AWAY. BECAUSE OF THE ANTI-SKID L MADE IT 3-4 FEET INTO THE TRAFFIC TOP. THE SECOND INCIDENT OCCURRE (RRIVED HOME. I WAS BACKING THE TI WAY TOWARD A TUCK-UNDER GARAGI RAVELED WAS ABOUT 30 FEET. EASING DABOUT 20 FEET WITH MY FOOT ON ' THAT WAS NEEDED TO BACK DOWN AT ('EHICLE SUDDENLY LURCHED BACKWAF BRAKES WHILE THE ENGINE REVVED AN IREW GRAVEL, DIGGING 3-4 INCHES DE FORE I WAS ABLE TO TURN OFF THE E DOK THE TRUCK TO MY TOYOTA DEALE YY DEFECT OR RECREATE THE PROBLEF ASE FILE WITH TOYOTA ON THE INCIDI "ORMATION FROM THE MANUFACTURE	DN THE TO PASS E HIGHWAY THE CAR E BRAKES BRAKES DABOUT RUCK DOWN E. THE G DOWN IN THE BRAKE T 1-2 MPH; NO RDS. AGAIN, ID THE EP INTO NGINE. THE ER. THEY W, BUT SAID ENTS AND	Ν	Num. Deaths:	0	Confidential:
Consumer Inform	nation						
Title:	MR.	Address:	Zip Code		Evening Phone:		Country Phone Code:
Name:		City: HELENA	Country	UNITED STATES	S Email:		
Org.:		State: MONTANA	Daytime Phone:		Fax:		
Product Informa	tion				_		
Vehicle Inform	ation						
Product:	Manufacturer : TOYOTA N	Product Category :LIGHT VEHICLES 10TOR CORPORATION Make :TOYOTA Year :2006 Type :TRUCK		Failure Mileage:	24500	A	ntibck Brakes: Y
VIN	5TEUU42N26Z	Original Owner:	Ν	-	PICKUP TRUCK	-	Speed: 3
# of Cylinders:	6	Engine Size:	4.0 L	Fuel Type:	: GAS		Powertrain: 4 WHEEL DRIVE
Cruise Control:	Y	Vehicle Usage:		Purchase Date	: 10-MAY-2006		Fuel System: FUEL INJECTION
Current Mileage:	24571	Transmission Type:	AUTOMATIC				
<u>Component:</u>	180000 VEHICLE SPEED CO	ONTROL					
Dealer Type:	SALES DEALER		Dealer Name: HELENA M	IOTORS			State: MT
	3365 HIGHWAY 12 EAST		Work Phone: 406-442-6	5310			Zip Code: 59601

City: HELENA

Country: US

Fax: 406-449-4158

Email:

ODI#:	10212718			Referra	al Source:	INTERNET OTHER S	SITE Num. Injured:	Pro	perty Damage:
Received Date:	26-DEC-2007	Incident Date:	20-DEC-2007		Crash:	N	Num Occurrences:	3	Police Report:
Description:	VEHICLE ACCELERATES (SURG REMEDY THE PROBLEM. □ THIS HAS HAPPENED SEVERAL BEING USED. IT ALSO IS NOT , HAVE CAREFULLY CHECKED TH	TIMES WHEN THE ATTRIBUTED TO T	CRUISE CONTR	OL IS NOT S AS WE	Fire:	Ν	Num. Deaths:		Confidential:
Consumer Inforr	mation								
Title:	MR.	Address:			Zip Code:		Evening Phone:	Count	y Phone Code:
Name:		City:	MEADOW VIS	ТА	Country:	UNITED STATES	Email:		
Org.:		State	CALIFORNIA	Dayt	ime Phone:		Fax:		
Product Informa	tion								
Product Informa <u>Vehicle Inform</u>									
		OR CORPORATION	Make :TOYOT	<u> </u>		Failure Mileage:	29600	Antilock Brakes:	N
<u>Vehicle Inform</u> <u>Product:</u>	ation Product Type :VEHICLE Produ Manufacturer :TOYOTA MOTC	OR CORPORATION 2006 Type :TRUC	Make :TOYOT			-	29600 PICKUP TRUCK	Antilock Brakes: Speed	
<u>Vehicle Inform</u> <u>Product:</u>	ation Product Type :VEHICLE Produ Manufacturer :TOYOTA MOTO Model :TACOMA Model Year STEMU52NX62	OR CORPORATION 2006 Type :TRUC	Make :TOYOT/ K	Y		Body Style:			: 55
Product: VIN:	ation Product Type :VEHICLE Produ Manufacturer :TOYOTA MOTO Model :TACOMA Model Year 5TEMU52NX62 6	OR CORPORATION 2006 Type :TRUC	Make :TOYOT/ K iginal Owner:	Y		Body Style:	PICKUP TRUCK	Speed Powertrain:	: 55
Vehicle Inform Product: VIN # of Cylinders: Cruise Control:	ation Product Type :VEHICLE Produ Manufacturer :TOYOTA MOTO Model :TACOMA Model Year 5TEMU52NX62 6	DR CORPORATION :2006 Type :TRUC Or	Make :TOYOT/ K iginal Owner: Engine Size:	Y		Body Style: Fuel Type:	PICKUP TRUCK	Speed Powertrain:	55 4 WHEEL DRIVE
Vehicle Inform Product: VIN # of Cylinders: Cruise Control:	ation Product Type :VEHICLE Produ Manufacturer :TOYOTA MOTO Model :TACOMA Model Year 5TEMU52NX62 6 N 29700	DR CORPORATION 2006 Type :TRUC Or Transi	Make :TOYOT/ K iginal Owner: Engine Size: /ehicle Usage:	Y V6		Body Style: Fuel Type:	PICKUP TRUCK	Speed Powertrain:	55 4 WHEEL DRIVE
Vehicle Inform Product: VIN: # of Cylinders: Cruise Control: Current Mileage:	ation Product Type :VEHICLE Produ Manufacturer :TOYOTA MOTO Model :TACOMA Model Year 5TEMU52NX62 6 N 29700	DR CORPORATION 2006 Type :TRUC Or Transi	Make :TOYOT/ K iginal Owner: Engine Size: /ehicle Usage:	Y V6	FREMONT	Body Style: Fuel Type: Purchase Date:	PICKUP TRUCK	Speed Powertrain:	55 4 WHEEL DRIVE
Vehicle Inform Product: VIN: # of Cylinders: Cruise Control: Current Mileage: <u>Component:</u>	ation	DR CORPORATION 2006 Type :TRUC Or Transi	Make :TOYOT/ K iginal Owner: Engine Size: /ehicle Usage:	Y V6 AUTOMATIC	FREMONT	Body Style: Fuel Type: Purchase Date: TOYOTA	PICKUP TRUCK	Speed Powertrain: Fuel System:	55 4 WHEEL DRIVE FUEL INJECTIO

Complaint Inform	nation						*********	******	***************************************	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
ODI#:	10212656			Referra	I Source:	***********	Num. Injured:	1	Property Damag	je:
Received Date:	24-DEC-2007 Incide	ent Date:	23-DEC-2007		Crash:	Y	Num Occurrences:	2	Police Repo	ort:
Description:	I WAS DRIVING MY 2007 TOYOTA TAC FOOT ON THE ACCELERATOR THE VEH NOTICEI LOST CONTROL OF THE VE BARRIER. THERE IS SUBSTANTIAL DA ALSO INJURED. IT HAPPENED ABOUT / AND I DIDN'T THINK MUCH OF IT OR I	HICLE ACCE HICLE AND MAGE TO M A MONTH A	LERATED WITH RAN INTO A CO IY VEHICLE AND GO FOR THE FI	OUT ONCRETE D I WAS RST TIME	Fire:	N	Num. Deaths:	0	Confidenti	al:
Consumer Inform	nation									
Title:	MR.	Address:			Zip Code:		Evening Phone:		Country Phone Code	e:
Name:		City:	CAMPBELL		Country:	UNITED STATES	Email:			
Org.:		State:	OHIO	Dayti	ime Phone:		Fax:			
Product Informa	tion						-			
Vehicle Inform	ation									
Product:	Product Type :VEHICLE Product Cate Manufacturer :TOYOTA MOTOR COR Model :TACOMA Model Year :2007 T	PORATION	Make :TOYOTA	<u>\</u>		ailure Mileage:	5200		Antilock Brakes: Y	
VIN	5TETX22N27Z	Orig	ginal Owner:	Y	-	Body Style:	PICKUP TRUCK	-	Speed: 35	
# of Cylinders:	4		Engine Size:	2.8 LITERS		Fuel Type:	GAS		Powertrain: REAR WHEE	EL DR
Cruise Control:	Y	v	ehicle Usage:			Purchase Date:	29-AUG-2007		Fuel System: FUEL INJEC	
Current Mileage:	5200	Transm	ission Type:	AUTOMATIC					· · · · · · · · · · · · · · · · · · ·	
Component:	180000 VEHICLE SPEED CONTROL									
Dealer Type:	SALES DEALER			Dealer Name:	ΤΟΥΟΤΑ ΟΡ	WARREN			State: OH	
Address1:	3810 YOUNGSTOWN RD SE			Work Phone:	330545809	5			Zip Code: 44484	
Address2:				Home Phone:				Cou	intry Ext.:	
City:	WARREN			Fax:						

omplaint Inform	nation							
ODI#:	10212602		Referra	I Source:	INTERNET OTHER S	GITE Num. Injured:	0 Pro p	erty Damage:
Received Date:	23-DEC-2007	Incident Date: 23-DEC-2007	7	Crash:	Y	Num Occurrences:	1	Police Report:
Description:	BROUGHT THE VEHICLE ALL OF A SUDDEN WITHH HIGH. I PUSHED DOWN LURCHED FORWARD HIT DAMAGE TO THE BUILDII THE ENGINE. THE OEM F	A SHORT DRIVE OF ABOUT FOUR MILL TO A COMPLETE STOP IN FRONT OF TH OUT WARNING THE ACCELERATOR REV HARD ON THE BRAKE BUT THE VEHICLE ITING THE GARAGE DOOR AND SIDE W/ NG AND VEHICLE. I SHUT OFF THE ENG FLOOR MATS WERE IN PLACE AND DID IVAL INJURIES - JUST A VERY SHAKEN F/	IE GARAGE. VED VERY STILL ALL CAUSING SINE TO KILL NOT AFFECT	Fire:	Ν	Num. Deaths:	0	Confidential:
onsumer Inforr	nation							
Title:	MR.	Address:		Zip Code:		Evening Phone:	Country	/ Phone Code:
Name:		City:		Country:	UNITED STATES	Email:		
Org.:		State: ARMED FORG	CES Dayti	me Phone:		Fax:		
roduct Informa	tion							
Vehicle Inform	ation							
Product:	Manufacturer :TOYOTA	Product Category :LIGHT VEHICLES MOTOR CORPORATION Make :TOYOT Year :2007 Type :TRUCK	Ā		Failure Mileage:		Antilock Brakes:	Y
VIN	5TELU42NX72	Original Owner:	Y		Body Style:	4-DOOR	Speed:	3
# of Cylinders:	6	Engine Size:	4000			GAS	•	4 WHEEL DRIVE
Cruise Control:	Y	Vehicle Usage:			Purchase Date:			FUEL INJECTIO
urrent Mileage:	8350	Transmission Type:	AUTOMATIC					
Component:	180000 VEHICLE SPEED	CONTROL						
Dealer Type:	SALES DEALER		Dealer Name:	WOLFCHA	SE TOYOTA		State: TN	
			Work Phone:				Zip Code:	
Address1:							.	
Address1: Address2:			Home Phone:				Country Ext.:	
Address2:	BARTLETT		Home Phone: Fax:				Country Ext.:	

Complaint Inforn	nation									
ODI#:	10212294			Referra	al Source:	NHTSA HOTLINE	Num. Injured:	0	Prop	erty Damage:
Received Date:	19-DEC-2007	Incident Date:	18-DEC-2007		Crash:	Y	Num Occurrences:	1		Police Report:
Description:	TL*THE CONTACT OWNS THE GARAGE AND ATTEM DEPRESSED, THE VEHICLE WALL. THE VEHICLE SUS INJURIES. THE DEALER V WANTS TO DRIVE THE VEH AND FAILURE MILEAGES V	PTING TO PARK WITH TH SURGED FORWARD AND FAINED MINOR DAMAGE. VAS NOTIFIED AND THE (HICLE. THE SPEED WAS (E BRAKE PEDA O STRUCK A TA THERE WERE CONTACT NO L	L IBLE AND A NO ONGER	Fire:	Ν	Num. Deaths:	0		Confidential:
Consumer Inform	nation									
Title:	MR.	Address:			Zip Code:		Evening Phone:		Country	Phone Code:
Name:		City:	CENTER CONV	VAY	Country	UNITED STATES	Email:			
Org.:		State:	NEW HAMPSHI	IRE Dayt	ime Phone:		Fax:			
Product Informa	tion									
Vehicle Inform	ation									
Product:	Manufacturer :TOYOTA	Product Category :LIGHT MOTOR CORPORATION Year :2007 Type :TRUCK	Make :TOYOTA	<u>. </u>		Failure Mileage:	6400		Antilock Brakes:	Y
VIN	5TEUU42N57Z	Orig	jinal Owner:	Y		Body Style:	PICKUP TRUCK		Speed:	
# of Cylinders:	6		Engine Size:	3.1		Fuel Type:	GAS		-	4 WHEEL DRIVE
Cruise Control:	Y	Ve	ehicle Usage:	RECREATIONAL		Purchase Date:	16-NOV-2006		Fuel System:	FUEL INJECTIO
Current Mileage:	6400	Transmi	ssion Type:	AUTOMATIC						
Component:	180000 VEHICLE SPEED C	ONTROL								
Dealer Type:	SALES DEALER			Dealer Name:	BERLING (TITY			State: NH	
Address1:				Work Phone:					Zip Code:	
Address2:				Home Phone:				(Country Ext.:	
City:	BERLIN			Fax:						

Complaint Information **ODI#:** 10211100 Referral Source: INTERNET OTHER SITE Num. Injured: 0 Property Damage: N Received Date: 07-DEC-2007 Incident Date: 06-DEC-2007 Crash: N Num Occurrences: 50 Police Report: N Description: SEVERAL PROBLEMS WITH LURCHING, SUDDEN ACCELERATION, AND HIGH Confidential: N Fire: N Num Deaths: 0 IDLE. WHEN STOPPED WITH FOOT SQUARELY ON THE BRAKE (AND ONLY THE BRAKE), THERE WILL BE A SUDDEN LURCH THAT IS OFTEN STRONG ENOUGH TO OVERCOME THE BRAKE, NEARLY CAUSING SEVERAL ACCIDENTS WITH THE CAR IN FRONT OF ME. ALWAYS SEEM TO BE PRESSING THE BRAKE HARD TO STOP MOTION AND STAY STOPPED. WHEN I LET OFF THE BRAKE, THE TRUCK ACCELERATES ABOUT 100 RPM BEFORE EVEN TOUCHING THE ACCELERATOR PEDAL, AND BEGINS MOVING SIGNIFICANTLY. WHEN DECELERATING TO A STOP, HAVE HAD SEVERAL INSTANCES OF SUDDEN RPM AND ACCELERATION. THIS ALSO OCCURS WHEN GENTLY PULLING INTO MY GARAGE - THE ENGINE SUDDENLY LURCHES, AND HAS NEARLY CAUSED ME TO DAMAGE MY GARAGE. HAVE HAD SEVERAL INSTANCES WHERE BRAKING TO STOP, BUT THE ENGINE LURCHES GREATLY (SEVERAL HUNDRED RPM), I ALMOST CAN'T GET THE TRUCK TO STOP, AND HAS NEARLY CAUSED SEVERAL ACCIDENTS. I HAVE BEEN FORTUNATE SO FAR, BUT AFRAID IT WON'T LAST. ALL OF THIS IS WORSENED WHEN THE AC/COMPRESSOR IS RUNNING - THE IDLE RPM INCREASES ABOUT 300 RPM (WAY MORE THAN NECESSARY), AND ALSO CONTRIBUTES TO WORSENING THE LURCH. SOMETIMES IT SEEMS THAT THE LURCHING OCCURS WHILE DOWN-SHIFTING DURING DECELERATION. THESE PROBLEMS HAPPEN TO ME REGULARLY - AND ALWAYS OCCUR WHEN RUNNING THE AC/COMPRESSOR. PLEASE ADDRESS ASAP. THANKS. *TR **Consumer Information** Title: MR. Address: Zip Code: **Evening Phone: Country Phone Code:** City: FISHERS Country: UNITED STATES Name: Email: Ora.: State: INDIANA Daytime Phone: Fax: Product Information Vehicle Information Product Type :VEHICLE Product Category :LIGHT VEHICLES Product: Manufacturer : TOYOTA MOTOR CORPORATION Make : TOYOTA Model :TACOMA Model Year :2006 Type :TRUCK Antilock Brakes: Y Failure Mileage: 17000 VIN Original Owner: Y Body Style: 4-DOOR Speed: 0 # of Cylinders: 6 Engine Size: 4.0 L Fuel Type: GAS Powertrain: REAR WHEEL DRIVE Cruise Control: Vehicle Usage: ۰ì Purchase Date: 15-APR-2006 Fuel System: FUEL INJECTION Current Mileage: 17000 Transmission Type: AUTOMATIC Component: 180000 VEHICLE SPEED CONTROL Dealer Type: SALES DEALER Dealer Name: BUTLER TOYOTA State: IN Address1: Work Phone: Zip Code: Home Phone: Address2: Country Ext.: City: INDIANAPOLIS Fax:

Country: US

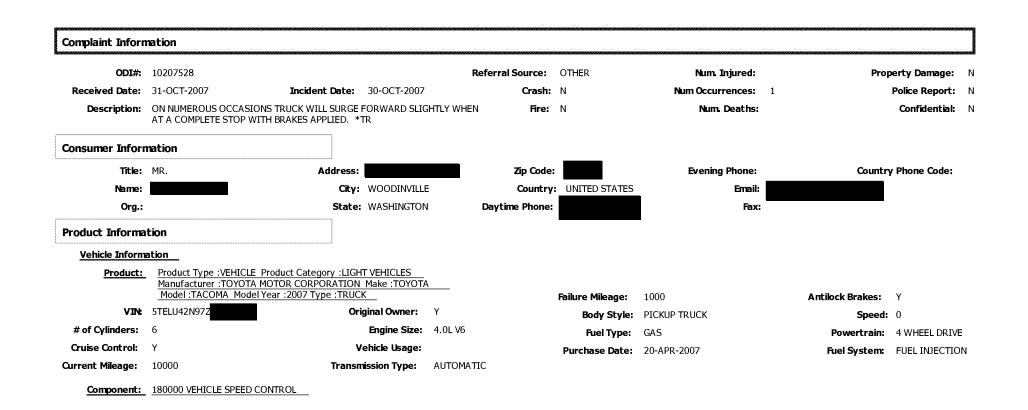
Complaint Detail

Complaint Inform	ntion						*****		
	10208890	*****		Referra	al Source:	MEDIA OTHER	Num. Injured:	0	Property Damage:
Received Date:	14-NOV-2007 Incide	nt Date:	08-NOV-2007		Crash:	N	Num Occurrences:	1	Police Report:
Description:	VEHICLE SUDDENLY LUNGES FORWARD INCREASINGLY ANNOYING VIBRATION				Fire:	Ν	Num Deaths:	0	Confidential:
Consumer Inforn	nation								
Title:	MR.	Address:			Zip Code:		Evening Phone:		Country Phone Code:
Name:		City:	MARSTONS M	ILLS	Country	UNITED STATES	Email:		
Org.:		State:	MASSACHUSE	TTS Dayt	ime Phone:		Fax:		
Product Informat	tion								
Vehicle Informa	ation								
Product:	Product Type :VEHICLE Product Cate Manufacturer :TOYOTA MOTOR CORF Model :TACOMA Model Year :2007 T	ORATION	Make :TOYOTA	<u> </u>		Failure Mileage:	4010		Antilock Brakes: Y
VIN	5TELU42N87Z	Orig	ginal Owner:	Y		Body Style:			Speed: 1
# of Cylinders:	6		Engine Size:			Fuel Type:	GAS		Powertrain: 4 WHEEL DRIV
Cruise Control:	Y	V	ehicle Usage:			Purchase Date:	08-MAY-2007		Fuel System: FUEL INJECTI
Current Mileage:	4045	Transm	ission Type:	AUTOMATIC					
Component:	103100 POWER TRAIN: AUTOMATIC TR	ANSMISSI	ON:CONTROL M	IODULE (TCM, PCN	1)				
Component:	180000 VEHICLE SPEED CONTROL								
Component:	105300 POWER TRAIN:DRIVELINE:DRI	VESHAFT							
Dealer Type:	SALES DEALER			Dealer Name:	SULLIVAN	BROOTHERS			State: MA
Address1:	5 CRANBERRY ROAD			Work Phone:	781-585-1	300			Zip Code: 02364
Address2:				Home Phone:				Cou	untry Ext.:
City:	KINGSTON			Fax:	781-585-4	402			
Country:	US			Email:					

Description: 1.MS. SRUMED DOWNHELD ON A CLIPURE WARAD WHEN DESCAN TO BRAKE: Fir: N Num Death:: 0 Confider The ENGINE SURGED I APPLICE DOWN THE WARAD WHEN DESCAN TO BRAKE: Fir: N Num Death:: 0 Confider The ENGINE SURGED I APPLICE DOWN THE WARAD WHEN DESCAN TO BRAKE: Fir: N Num Death:: 0 Confider The ENGINE SURGED I APPLICE DOWN THE SURGED BEFORE I COULD STOP THE THE WARAD WHEN THE SURGED BEFORE I COULD STOP THE Strum SurgeD APPLICE TO MOUTH THE SURGED BEFORE I COULD STOP THE THE WARAD WHEN THE SURGED BEFORE I COULD STOP THE Strum SurgeD APPLICE TO MOUTH THE SURGED APPLICE TO MUM THE SURGED APPLICE TO MUM TELE TO THE SURGED APPLICE TO THE SURGED APPLICE TO MUM TELE TO THE SURGED APPLICE TO MUM TELE TO THE SURGED APPLICE TO T										
Description: IVAS DRUING DOWNHILL ON A CURVEY ROAD WHEN IN BEGAN TO BRAKE THE BRANE SURGED LAPPLIED THE BRAKES AND THE TRUCK SLOWED. THE BRANE SURGED LAPPLIED THE BRAKES AND THE TRUCK SLOWED. NUMERAL PROPERTIES IN PROPERTIES IN MASSACHUSETTS IN APALED THE BRAKES AND THE BUTGRESCITON. APPLIED THE BRAKES AND THE ENGINE SURGED BEFORE I COULD STOP THE ITRUCK I WAS DIFFET BEFORD THE SURGED BEFORE I COULD STOP THE FRUCK I WAS DIFFET BEFORD THE SURGED BEFORE I COULD STOP THE ITRUCK I WAS DIFFET BEFORD THE STOP SIGN. THE INTERSECTION. APPLIED THE BRAKES AND THE ENGINE SURGED BEFORE I COULD STOP THE FRUCK I WAS DIFFET BEFORD THE STOP SIGN. THE INTERSECTION. APPLIED THE BRAKES AND THE STOP SIGN. THE INTERSECTION. AND DE SUCPES AND THE STOP SIGN. THE INTERSECTION. FORTUNATELY, NO CARS WERE COMING OTHERWISE WE WOULD HAVE BEENN HITT IT THE SIDE DOORS. THIS PROLEM HAS BEENN COURRING INTERMITTENTY SINCE I PURCHASED THE VEHICLE IN JUNE BUT I HAD MADE EXULES AND THE ADDRESS I COULD HAVE BEENN HITT IN THE INTERSECTION. CharLe COULD AND I BUT TRANE NOVER RTO THE EXTENSION OF SITUATED AND I BUT TRANE OCCURRENT THE INTERSECTION. NAME EXULES AND IT WAS NOVER RTO THE VEHICLE IN DURE BEENN HITT IN THE INTERSECTION. CharLe COULD AND I BUT TRANE OCCURRENT IN THE INTERSECTION. NAME EXULES AND IT WAS NOVER RTO THE VEHICLE I DURITED STATES FRUCK I WAS DEVICE I PORTULATE I PURCHASED	ODI#:	10208868			Referr	al Source:	INTERNET	Num. Injured:	0 Pro j	erty Damage:
THE ENGINE SURGED LAPPLED THE EXAKES AND THE TRUCK SLOWED. APPROXIMATE'S MILES LAPPLED THE EXAKES AND THE TRUCK SLOWED. APPROXIMATE'S MILES LAPPLED THE ENKING SURGED BEFORE I COLUB STOP THE TRUCK I VAS 10 FEET BEVIND THE STOP SIGN IN THE INTERSECTION. PORTUNATE', NO CAS WEEK COMING OTHER STOP SIGN IN THE INTERSECTION. PORTUNATE', SINCE JUNC ASAED THE VERVISSE WE WOULD HAVE BEEN HIT IN THE SIDE DOORS. THIS ROBLEM HAS BEEN OCCURRENT MADE DX:USS AND DITHE STOP SIGN IN THE INTERSECTION. PORTUNATE', SINCE JUNC ARABED THE VERVISSE WE WOULD HAVE BEEN HIT IN THE SIDE DOORS. THIS ROBLEM HAS BEEN OCCURRENT MADE DX:USS AND DITHE STOP SIGN IN THE INTERSECTION. PORTUNATE', SINCE JUNC ARABED THE VERVISSE WE WOULD HAVE BEEN HIT IN THE SIDE DOORS. THIS ROBLEM HAS BEEN OCCURRENT THAT OCCURRED THIS PAST WEEK * TR Store STOP SIGN IT AND NEVER ROT THE EXTENT THAT OCCURRED THIS PAST WEEK * TR Consumer Information Origin Circle Circle Control TWAS NEVER NOT THE EXTENT THAT OCCURRED THIS PAST WEEK * TR Consumer Information Circle Control TWAS NEVER ROT THE EXTENT THAT OCCURRED THIS PAST WEEK * TR Consumer Information Circle Control TWAS NEVER ROT THE EXTENT THAT OCCURRED THIS PAST WEEK * TR Vehicle Information State: MASSACHUSETTS Dodition Product Information Vehicle Information Product Category :LIGHT VEHICLES Madei :TACOTA MOTOR CORPORATION MARE :TOYOTA Modei :TACOTA MOTOR CORPORATION MARE :TOYOTA Modei :TACONA MODOR VEHICLE SPEED CONTROL # Product 2007 Type :RUCK Yeick Information Powertrain & Y Body Style & STEUH 2007 IN POINT Category :LIGHT VEHICLES Modei :TACONA MODE VEHICLES PEED CONTROL # Product 2007 Type :RUCK Yeick Control NO N Vehicke	Received Date:	13-NOV-2007	Incident Date:	10-NOV-2007		Crash:	N	Num Occurrences:	6	Police Report:
Title: Address: Zip Code: Evening Phone: Country: Vening Phone: Country: Vening Phone: Email: Country: Vening Phone: Email: Country: Vening Phone: Email: Country: Vening Phone: Fax: <	Description:	THE ENGINE SURGED I APPLIED APPROXIMATELY 5 MILES LATER USUALLY VERY BUSY INTERSECT APPLIED THE BRAKES AND THE E TRUCK I WAS 10 FEET BEYOND FORTUNATELY, NO CARS WERE HIT IN THE SIDE DOORS. THIS F INTERMITTENTLY SINCE I PURCI MADE EXCUSES AND IT WAS NET	THE BRAKES AND I WAS APPROAC ION (ROUTE 2 IN ENGINE SURGED E THE STOP SIGN IN COMING OTHERV ROBLEM HAS BEE HASED THE VEHIC	THE TRUCK SL HING A STOP S MASSACHUSE BEFORE I COUL I THE INTERSEC VISE WE WOUL N OCCURRING CLE IN JUNE BU	DWED. IGN AT A TS) I D STOP THE CTION. D HAVE BEEN	Fire:	Ν	Num. Deaths:	0	Confidential:
Name: City: WEST ROXBURY Country: UNITED STATES Enail: Image: City: City: State: Name: City: West ROXBURY Country: UNITED STATES Enail: Image: City: City: State: Name: City: State: State: Daytime Phone: Enail: Image: City: State: State: <td>Consumer Inform</td> <td>nation</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	Consumer Inform	nation								
Org. State: MASSACHUSETTS Daytime Phone: Fax: Product Inform Vehicle Inform Vehicle Inform Product: Type: VEHICLE Product Category :LIGHT VEHICLES Manufacture: TOYOTA MOTOR CORPORATION Make: TOYOTA Motor 2007 Type: TRUCK Failure Mileage: Product: Tacoma Model Year: 2007 Type: TRUCK Failure Mileage: Product: Tacoma Model Year: 2007 Type: TRUCK Failure Mileage: Product: Tacoma Model Year: 2007 Type: TRUCK Failure Mileage: VIN: 5TEUU42N672 Original Owner: Y Body Style: PICKUP TRUCK State: MA Vehicle Usage: Purchase Date: SI-MAY-2007 Fuel State: Malesce: 9 Component: 88000 VEHICLE SPEED CONTROL Component: 88000 VEHICLE SPEED CONTROL Bealer Name: CLAIR TOYTA SALES DEALER Dealer Name: Contry Ext: State: MA Address1: Vork Phone: Country Ext: Zip Code:	Title:		Address:			Zip Code:		Evening Phone:	Countr	/ Phone Code:
Product Information Vehicle Information Vehicle Information Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Model : TACOMA Model Year :2007 Type :RUCK Failure Mileage: VTNe STEUU42N672 Original Owner: Y Body Style: Pickup Truck Steuure: Gouge Control: N Vehicle Usage: Purchase Date: Body Style:	Name:		City:	WEST ROXBU	RY	Country:	UNITED STATES	Email:		
Vehicle Information Product Type :VEHICLE Product Cale of the VEHICLE S Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Model :TACOMA Model Year :2007 Type :TRUCK Failure Mileage: Antilock Brakes: Y Model :TACOMA Model Year :2007 Type :TRUCK Original Owner: Y Body Style: PICKUP TRUCK \$ \$ Vhet 5TEUU42N672 Original Owner: Y Body Style: PICKUP TRUCK \$ \$ * 5TEUU42N672 Original Owner: Y Body Style: PICKUP TRUCK \$ \$ \$ * 5TEUU42N672 Original Owner: Y Body Style: PICKUP TRUCK \$ \$ \$ * 5TEUU42N672 Original Owner: Y Body Style: PICKUP TRUCK \$	Org.:		State:	MASSACHUSE	TTS Day	time Phone:		Fax:		
Product: Product: Type: VEHICLE Product CARDOR NAME :: TOYOTA MOTOR CORPORATION Make :: TOYOTA MOTOR :: TOYOTA MOTOR CORPORATION MAKE :: TOYOTA MOTOR :: TOYOTA MOTOR CORPORATION MAKE :: TOYOTA MOTOR :: TOY	roduct Informa	tion								
Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Model :TACOMA Model Year :2007 Type :TRUCK Failure Mileage: Antilock Brakes: Y Model :TACOMA Model Year :2007 Type :TRUCK Original Owner: Y Body Style: PICKUP TRUCK Speed: 40 # of Cylinders: 6 Engine Size: Fuel Type: GAS Powertrain: 4000000000000000000000000000000000000	Vehicle Inform	ation								
# of Cylinders: 6 Engine Size: Fuel Type: GAS Powertrain: 4 WHEEL I Cruise Control: N Vehicle Usage: Purchase Date: 31-MAY-2007 Fuel System: FUEL INJE Current Mileage: 8800 Transmission Type: AUTOMATIC Transmission Type: Transmission Type: AUTOMATIC Transmission Type: AUTOMATIC Transmission Type: AUTOMATIC Transmission Type: Transmission Type: Transmission Type: CLAIR TOYTA State: MA Transmission Type: Transmission Ty	Product:	Manufacturer : TOYOTA MOTOR	R CORPORATION	Make :TOYOT	<u> </u>		Failure Mileage:		Antilock Brakes:	Y
Cruise Control: N Vehicle Usage: Purchase Date: 31-MAY-2007 Fuel System: FUEL INJE Current Mileage: 8800 Transmission Type: AUTOMATIC Europate: Current Mileage: Sales DEALER Dealer Name: CLAIR TOYTA State: MA Address1: Country Edd: Work Phone: Country Edd: Country Edd: Country Edd:	VIN	5TEUU42N67Z	Ori	ginal Owner:	Y		Body Style:	PICKUP TRUCK	Speed:	40
Component: 180000 VEHICLE SPEED CONTROL Dealer Type: SALES DEALER Address1: Work Phone: Country Ext.	# of Cylinders:	6		Engine Size:			Fuel Type:	GAS	Powertrain:	4 WHEEL DRIVE
Component: 180000 VEHICLE SPEED CONTROL Dealer Type: SALES DEALER Dealer Type: SALES DEALER Address1: Work Phone: Address2: Home Phone:	Cruise Control:	Ν	v	ehicle Usage:			Purchase Date:	31-MAY-2007	Fuel System:	FUEL INJECTIO
Dealer Type: SALES DEALER Dealer Name: CLAIR TOYTA State: MA Address1: Work Phone: Zip Code: Address2: Home Phone: Country Ext.:	urrent Mileage:	8800	Transm	ission Type:	AUTOMATIC					
Address1: Work Phone: Zip Code: Address2: Home Phone: Country Ext.:	Component:	180000 VEHICLE SPEED CONTRO	DL							
Address2: Home Phone: Country Ext.:	Dealer Type:	SALES DEALER			Dealer Name:	CLAIR TOY	TA		State: MA	
· · · · · · · · · · · · · · · · · · ·	Address1:				Work Phone:				Zip Code:	
					Home Phone:				Country Ext.:	
City: WEST ROXBURY Fax:	Address2:								•	

Complaint Inform	nation								
ODI#:	10208120	******		Referra	al Source:	NHTSA HOTLINE	Num. Injured:	0 Pro p	erty Damage:
Received Date:	07-NOV-2007 Incid	ent Date:	05-NOV-2007		Crash:	N	Num Occurrences:	1	Police Report:
Description:	TL*THE CONTACT OWNS A 2007 TOY RED LIGHT WITH THE BRAKE PEDAL D THE VEHICLE ACCELERATED INTO ON WAS FINALLY ABLE TO STOP THE VEH NEUTRAL. HE THEN DROVE DIRECTLY SERVICE REPRESENTATIVES STATED THING. THE FAILURE WAS UNABLE T REMAINED PARKED BECAUSE THE CO UNSAFE TO DRIVE. THE VIN, ENGINE THE CURRENT MILEAGE WAS 6,567 A	EPRESSED, COMING TR, ICLE BY SHII 7 TO THE DE, THAT THEY N O BE DUPLIC NTACT BELII SIZE, AND S	THE ENGINE RE AFFIC. THE CC FTING FROM DF ALER AND TWO NEVER HEARD C CATED. THE VEI EVES THE VEHIC SPEED WERE UN	VVED AND INTACT RIVE INTO DIFFERENT DF SUCH A HICLE HAS LE IS IKNOWN.	Fire:	Ν	Num. Deaths:	0	Confidential: 1
Consumer Inform	nation								
Title:	MR.	Address:			Zip Code:		Evening Phone:	Country	Phone Code:
Name:		City:	GOODLETTSVI	LLE	Country:	UNITED STATES	Email:		
Org.:		State:	TENNESSEE	Dayt	ime Phone:		Fax:		
Product Informa	tion						-		
Vehicle Inform	ation	;							
Product:	Product Type :VEHICLE Product Cat Manufacturer :TOYOTA MOTOR COR Model :TACOMA Model Year :2007	PORATION	Make :TOYOTA	·		Failure Mileage:	6525	Antilock Brakes:	Y
VIN		Ori	ginal Owner:	Y		Body Style:	PICKUP TRUCK	Speed:	
# of Cylinders:	6		Engine Size:			Fuel Type:	GAS	Powertrain:	REAR WHEEL DRI
Cruise Control:	Y	V	ehicle Usage:	RECREATIONAL		Purchase Date:	09-FEB-2007	Fuel System:	FUEL INJECTION
Current Mileage:	6567	Transm	ission Type:	AUTOMATIC					
Component:	180000 VEHICLE SPEED CONTROL								
Dealer Type:	SALES DEALER			Dealer Name:	MERIETTA	ΤΟΥΟΤΑ		State:	
Address1:				Work Phone:				Zip Code:	
Address2:				Home Phone:				Country Ext.:	
Add1 03521									
City:				Fax:					

Complaint Detail



ODI#:	10202727			Referra	I Source:	INTERNET OTHER	Num. Injured:	0	Prop	erty Damage:
Received Date:	11-SEP-2007	Incident Date:	01-MAY-2007		Crash:	Ν	Num Occurrences:	50	I	Police Report:
Description:	EXPERIENCING A "LURCH COMING TO A STOP. AT STOPPED. SOMETIMES TI ENOUGH THAT IT ALMOS" ME. THIS COMPELS ME TO MORE SO THAN IS NORM. SAFETY CONCERN, AS WI MOVES FORWARD. *TR	TIMES, THE LURCH OCCI HE EXPERIENCE IS SUDD FEELS LIKE ANOTHER C D KEEP MY FOOT ON THE ALLY NECESSARY IN OTH	JRS WHILE THE EN AND FORCE AR HAS BUMPE BRAKE FORCE IER VEHICLES.	VEHÍCLE IS FUL D INTO FULLY, THIS IS A	Fire:	Ν	Num. Deaths:	0		Confidential:
onsumer Inform	nation									
Title:	MR.	Address:			Zip Code:		Evening Phone:		Country	Phone Code:
Name:		City:	RIDGECREST		Country:	UNITED STATES	Email:			
Org.:		State:	CALIFORNIA	Dayti	ime Phone:		Fax:			
oduct Informa	tion									
Vehicle Inform	ation									
Product:	Product Type :VEHICLE Manufacturer :TOYOTA Model :TACOMA Model	MOTOR CORPORATION	Make :TOYOTA			Failure Mileage:			Antilock Brakes:	Y
VIN	3TMLU42N66M	Orig	jinal Owner:	Ν		Body Style:	4-DOOR	-	Speed:	0
# of Cylinders:	6		Engine Size:			, , Fuel Type:	GAS		•	4 WHEEL DRIV
Cruise Control:	Y	v	ehicle Usage:			Purchase Date:			Fuel System:	FUEL INJECTIC

Complaint Inform	nation						***************************************			
	10202283			Referra	al Source:	INTERNET	Num. Injured:	0	Pro	perty Damage:
Received Date:		ncident Date:	07-SEP-2007		Crash:		Num Occurrences:	1		Police Report:
Description:	NUMEROUS OCCASIONS WHERE I FORWARD WHEN AT A STOP LIGH THE BRAKE. FEELS AS IF I HAVE I IT HAS NEVER RESULTED IN AN A DRIVE THIS VEHICLE BECAUSE OF	IT. AUTOMATIC BEEN TAPPED BY CCIDENT, BUT I	TRANSMISSION SOMEONE BEH WILL NOT LET I	N, AND ON IIND ME.	Fire:	N	Num Deaths:	0		Confidential:
Consumer Inform	nation									
Title:		Address:			Zip Code:		Evening Phone:		Countr	y Phone Code:
Name:		City:	SPANAWAY		Country:	UNITED STATES	Email:			
Org.:		State:	WASHINGTON	Dayti	ime Phone:		Fax:			
Product Informa	tion									
Vehicle Inform	ation									
Product:	Product Type :VEHICLE Product Manufacturer :TOYOTA MOTOR Model :TACOMA Model Year :20	CORPORATION	Make :TOYOTA	<u>. </u>		Failure Mileage:	100	Antilo	ck Brakes:	¥
VIN	5TELU42N67Z		ginal Owner:	Y		Body Style:		Ancie	Speed:	
# of Cylinders:	6		Engine Size:	4.0 LITER		Fuel Type:	GAS	Р	-	
Cruise Control:	Y	V	ehicle Usage:			Purchase Date:				FUEL INJECTIO
Current Mileage:	3000	Transm	ission Type:	AUTOMATIC					/	
Component:	180000 VEHICLE SPEED CONTROL	<u> </u>								
Dealer Type:	SALES DEALER			Dealer Name:	ΤΟΥΟΤΑ Ο	F PUYALLUP		s	tate:	
Address1:				Work Phone:				Zip C	ode:	
Address2:				Home Phone:				Country I	Ext.:	
City:				Fax:						
Country:				Email:						

Complaint Inform	nation								
ODI#:	10201655			Referral Source:	ACQUAINTANCE	Num. Injured:	1	Property D	amage:
Received Date:	01-SEP-2007	Incident Date:	08-JUN-2007	Crash:	Y	Num Occurrences:	5	Police	Report:
Description:	TOYOTA TACOMA, I EX BRAKE/ACCELERATION INCIDENT: STOPPED A THE TRUCK LUNGED FO THEY COULD NOT FIND GAS STATION DRIVE W. REAR WHEELS BEGAN S BRAKE AS HARD AS I PC THREE WEEKS LATER, A I TAPPED THE BRAKES T ACCELERATED TO A HIG TO KEEP FROM STRIKIN DOUBLE YELLOW LINE ACCELERATED TO A HIG THOUSAND YARDS TO C FIX THE PROBLEM" UNT AMERICA, AGAIN ONLY THE FOURTH INCIDENT HIGHWAY. FINALLY THE NASHVILLE WHERE IT W ON THE 1-24 WHERE IT W ON THE 1-24 WHERE IT W HILE IN THE SHOULDE MOVING OVER TO THE I WHELLS ACCELERATED TRUCK TO HYDROPLAN THE LEFT AND, STILL AG EMBANKMENT, FIRST SI ROLL SEVERAL TIMES. I FINALLY LANDING ON I	VERAL MONTHS AFTER PU PERIENCED FIVE INCIDEN PROBLEMS FINALLY RESS T A TRAFFIC LIGHT WITH RWARD A FEW FEET. TH ANY PROBLEM. A MONTH ITH MY FOOT ON THE BR. SPINNING OUT OF CONTR DSSIBLY COULD TO KEEP APPROACHING THE BOTTO TO SLOW DOWN. AGAIN GH RATE OF SPEED. I CO IG A VAN IN FRONT OF MI TO AVOID A COLLISION. GAIN CONTROL. THE DEA IL WE CAN DUPLICATE IT TO BE TOLD THAT TOYO OCCURRED ON AN ENT TO BE TOLD THAT TOYO GH RATE OF SPEED. I GO EFIFTH AND FINAL INCIDI VAS RAINING LESS AND ER LANE, A VEHICLE IN TH RIGHT CAUSING ME TO T/ TO A VERY HIGH RATE O E. THE REAR END OF THE CCELERATING ON ITS OW KIDDING SIDEWAYS THEN IT STRUCK A RUT CAUSIN TS ROOF. IT ROLLED SEV ON THE DRIVERS DOOR.	ITS OF ILTING IN A CRASH. FIRS MY FOOT ON THE BRAKE E DEALERSHIP TOLD ME I LATER, STOPPED IN A KKE WAITING TO EXIT, TI DL. I PRESSED ON THE FROM ENTERING TRAFFIC DM OF A HILLY SHARP TU THE REAR WHEELS ULD NOT STOP THE TRUC E SO I CROSSED OVER A IT TOOK ABOUT A LERSHIP SAID, "WE CAN" ". I CALLED TOYOTA OF FA COULD DO NOTHING. LANCE RAMP TO A VN. THE VEHICLE TIT UNDER CONTROL ENT. COMING OUT OF T FURTHER NORTHBOUNI THE PAVEMENT WAS WET IE LEFT LANE STARTED PMY BRAKES. THE REA F SPEED CAUSING THE E TRUCK SPUN AROUND T N, DROVE INTO THE THE TRUCK BEGAN TO G IT TO GO AIRBORNE ERAL MORE TIMES COMIN	, HE C. RN, KK T D C. R O	Ν	Num. Deaths:	0	Confi	dential:
onsumer Inforn									
Title:	MR.	Address:		Zip Code		Evening Phone:		Country Phone	e Code:
Name:		-	DOVER	•	UNITED STATES	Email:			
_									
Org.:		State	TENNESSEE	Daytime Phone:		Fax:			
roduct Informat		State	TENNESSEE	Daytime Phone:		Fax:			
roduct Informat	ation			Daytime Phone:		Fax:			
oduct Informat	ation Product Type :VEHICL Manufacturer :TOYOT	State	IT VEHICLES Make : TOYOTA	Daytime Phone:				Antilock Brakes: Y	
roduct Information <u>Vehicle Information Product:</u>	Ation Product Type :VEHICLI Manufacturer :TOYOT, Model :TACOMA Mod	E Product Category :LIGH A MOTOR CORPORATION el Year :2007 Type :TRUC	IT VEHICLES Make : TOYOTA	Daytime Phone:	Failure Mileage:	16200	,	Antilock Brakes: Y Speed: 55	
roduct Information <u>Vehicle Information Product:</u>	ation Product Type :VEHICL Manufacturer :TOYOT	E Product Category :LIGH A MOTOR CORPORATION el Year :2007 Type :TRUC	IT VEHICLES Make :TOYOTA K			16200 PICKUP TRUCK	,	Antilock Brakes: Y Speed: 55 Powertrain: 4 WHE	

Current Mileage: 16200

Transmission Type: AUTOMATIC

Component: 180000 VEHICLE SPEED CONTROL

Dealer Type:	SALES DEALER	Dealer Name:	PEPPERS TOYOTA	State:	TN
Address1:	2420 EAST WOOD ST.	Work Phone:	731/642-3900	Zip Code:	38242
Address2:		Home Phone:		Country Ext.:	
City:	PARIS	Fax:	UNK		
Country:	US	Email:	UNK		

Complaint Inform	ration						
				*****	*****		*****
ODI#:	10201595		Referral So	ource: NHTSA HOT	LINE Num. Injured:	0 Pro	perty Damage:
Received Date:	31-AUG-2007	Incident Date: 22-AUG-200)7	Crash: N	Num Occurrences:	2	Police Report:
Description:	THE VEHICLE ACCELERATED STATED THAT A TOYOTA EN HOWEVER, ONE WOULD NO DEALER INFORMED THE CO	2006 TOYOTA TACOMA. WHILE D D UNCONTROLLABLY TO 95 MPH. T IGINEER NEEDED TO REPAIR THE N T BE AVAILABLE UNTIL SEPTEMBEF NTACT THAT HE COULD DRIVE THE D ENGINE SIZE WERE UNKNOWN. T RE 17,000.	HE DEALER /EHICLE, & 24, 2007. THE E VEHICLE IN	Fire: N	Num. Deaths:	: 0	Confidential:
Consumer Inform	nation						
Title:		Address:	z	ip Code:	Evening Phone:	Count	ry Phone Code:
Name:		City: PORTLAND	(Country: UNITED ST	TATES Email	:	
Org.:		State: OREGON	Daytime	Phone:	Fax	:	
roduct Informa	tion						
Vehicle Inform	ation	***************************************					
Product:		oduct Category :LIGHT VEHICLES DTOR CORPORATION Make :TOYC ar :2006 Type :TRUCK	TA	Failure Milea	a ae: 17000	Antilock Brakes:	N
VIN		Original Owner	: Y	Body S	-	Speed	: 30
# of Cylinders:	6	Engine Size	2:	Fuel T	'ype: GAS	•	4 WHEEL DRIVE
Cruise Control:	Ν	Vehicle Usage	RECREATIONAL	Purchase [Date: 01-JUL-2006	Fuel System:	FUEL INJECTIO
urrent Mileage:	17000	Transmission Type:	AUTOMATIC				
Component:	180000 VEHICLE SPEED CON	VTROL					
Dealer Type:	SALES DEALER		Dealer Name: B	ROADWAY TOYOTA		State:	
Address1:			Work Phone:			Zip Code:	
Address2:			Home Phone:			Country Ext.:	
City:			Fax:				
Country:			Email:				

ODI#:	10199820			Referra	al Source:	OTHER	Num. Injured:	0	Prop	erty Damage:
Received Date:	16-AUG-2007	Incident Date:	22-JUL-2007		Crash:	Ν	Num Occurrences:	1		Police Report:
Description:	TO ACCELERATE TO PA: WENT COMPLETELY OUT TAKEN OVER) THE GAS WAS ACCELERATING AS RED LINING). I APPLIED ACCELERATING TO TOP MY STRENGTH TO KEEP HIGHWAY. COUNTERBA WERE SMOKING). I TRII MY FOOT OFF, IT KEPT SOMEHOW RIDING THE OUT OF TRAFFIC I GOT STOP THE VEHICLE I TH PEDAL WAS STILL STUC 7000, AND THE TIRES A TRUCK OFF, TURNED IT	V 2007 TOYOTA TACOMA SS ANOTHER VEHICLE WH T OF CONTROL(AS IF THE PEDAL *PUSHED ITSELF* 5 FAST AS IT COULD GO, 7 THE BRAKE WHICH DID I P SPEEDS. I HAD BOTH FE FROM CRASHING INTO C LANCING IT AT ABOUT 6 ED PUMPING THE BRAKE, ACCELERATING FASTER ' BRAKE AS HARD AS I CO ' INTO THE BRAKE DOWN REW IT IN PARK, WHICH K TO THE FLOOR. ENGINI RE SPINNING BURNING R EBACK ON AND IT WAS S' D THE GAS PEDAL WAS A'	HEN MY TRUCK SI CRUISE CONTR TO THE FLOOR. RPM PAST 7000(NOTHING, TRUCK ET ON THE BRAK DTHER CARS ON D-70 MPH(WHILE BUT THE SECONI TRYING TO GO 1: ULD I WEAVING I LANE. STILL NOT STOPPED IT, BU E WAS SCREAMII UBBER. I THEN T TILL DOING THE S CTUALLY STUCK	JDDENLY OL HAD THE TRUCK COMPLETELY (JUST KEPT E WITH ALL THE BRAKES D I TOOK 20 MPH. IN AND ABLE TO T THE GAS VG, RPM AT URNED THE SAME	Fire:	Ν	Num. Deaths	: 0		Confidential:
	AND IT RELEASED. ONC SO I DROVE HOME VERY ACCELERATED WITH A A SECOND TIME. THE PI ACCELERATING TO TOP TURNED THE VEHICLE C FINISHED MY DRIVE HO	E I UNSTUCK THE PEDAL (CAUTIOUSLY. WHEN I A LITTLE TO MUCH JUICE A EDAL TOOK OVER AND FL SPEED AND TOP RPM'S. SFF, UNSTUCK THE PEDAL ME. REPORTED THE INCI WRONG WITH IT, AFTER *JB *DSY	S ALMOST HOME ND IT DID THE S/ OORED ITSELF, THIS TIME I IMMI . AND AGAIN CAF DENT THE NEXT I	I AME THING EDIATELY REFULLY MORNING.						
onsumer Inforn	AND IT RELEASED. ONC SO I DROVE HOME VERY ACCELERATED WITH A A SECOND TIME. THE PI ACCELERATING TO TOP TURNED THE VEHICLE C FINISHED MY DRIVE HO THEY SAID NOTHING IS TRADED THE TRUCK IN.	Y CAUTIOUSLY. WHEN I A LITTLE TO MUCH JUICE A EDAL TOOK OVER AND FL ? SPEED AND TOP RPM'S. SPFF, UNSTUCK THE PEDAL ME. REPORTED THE INCI WRONG WITH IT, AFTER	S ALMOST HOME ND IT DID THE S/ OORED ITSELF, THIS TIME I IMMI . AND AGAIN CAF DENT THE NEXT I	I AME THING EDIATELY REFULLY MORNING.						
onsumer Inforn Title:	AND IT RELEASED. ONC SO I DROVE HOME VERY ACCELERATED WITH A A SECOND TIME. THE PI ACCELERATING TO TOP TURNED THE VEHICLE C FINISHED MY DRIVE HO THEY SAID NOTHING IS TRADED THE TRUCK IN.	Y CAUTIOUSLY. WHEN I A LITTLE TO MUCH JUICE A EDAL TOOK OVER AND FL ? SPEED AND TOP RPM'S. SPFF, UNSTUCK THE PEDAL ME. REPORTED THE INCI WRONG WITH IT, AFTER	S ALMOST HOME ND IT DID THE S, OORED ITSELF, THIS TIME I IMMI AND AGAIN CAF DENT THE NEXT I A MONTH OF FI	I AME THING EDIATELY REFULLY MORNING.	Zip Code:		Evening Phone:	SAME	Country	Phone Code:
	AND IT RELEASED. ONC SO I DROVE HOME VERY ACCELERATED WITH A A SECOND TIME. THE PI ACCELERATING TO TOP TURNED THE VEHICLE C FINISHED MY DRIVE HO THEY SAID NOTHING IS TRADED THE TRUCK IN.	Y CAUTIOUSLY. WHEN I A LITTLE TO MUCH JUICE A EDAL TOOK OVER AND FL SSPEED AND TOP RPM'S. OFF, UNSTUCK THE PEDAL ME. REPORTED THE INCI WRONG WITH IT, AFTER *JB *DSY Address:	S ALMOST HOME ND IT DID THE S, OORED ITSELF, THIS TIME I IMMI AND AGAIN CAF DENT THE NEXT I A MONTH OF FI	I AME THING EDIATELY REFULLY MORNING.	•	UNITED STATES	Evening Phone: Emai		Country	Phone Code:
Title:	AND IT RELEASED. ONC SO I DROVE HOME VERY ACCELERATED WITH A A SECOND TIME. THE PI ACCELERATING TO TOP TURNED THE VEHICLE C FINISHED MY DRIVE HO THEY SAID NOTHING IS TRADED THE TRUCK IN.	Y CAUTIOUSLY. WHEN I A LITTLE TO MUCH JUICE A EDAL TOOK OVER AND FL 'S PEED AND TOP RPM'S. ' OFF, UNSTUCK THE PEDAL ME. REPORTED THE INCI WRONG WITH IT, AFTER *JB *DSY Address: City:	S ALMOST HOME ND IT DID THE S/ OORED ITSELF, THIS TIME I IMMI AND AGAIN CAF DENT THE NEXT I A MONTH OF FI	I AME THING EDIATELY REFULLY MORNING. GHTING	•		_	:	Country	Phone Code:
Title: Name: Org.:	AND IT RELEASED. ONC SO I DROVE HOME VERY ACCELERATED WITH A A SECOND TIME. THE PI ACCELERATING TO TOP TURNED THE VEHICLE C FINISHED MY DRIVE HO THEY SAID NOTHING IS TRADED THE TRUCK IN.	Y CAUTIOUSLY. WHEN I A LITTLE TO MUCH JUICE A EDAL TOOK OVER AND FL 'S PEED AND TOP RPM'S. ' OFF, UNSTUCK THE PEDAL ME. REPORTED THE INCI WRONG WITH IT, AFTER *JB *DSY Address: City:	S ALMOST HOME ND IT DID THE S, OORED ITSELF, THIS TIME I IMMI AND AGAIN CAF DENT THE NEXT M A MONTH OF FI WAGENER	I AME THING EDIATELY REFULLY MORNING. GHTING	Country:		Emai	:	Country	Phone Code:
Title: Name:	AND IT RELEASED. ONC SO I DROVE HOME VERY ACCELERATED WITH A A SECOND TIME. THE PI ACCELERATING TO TOP TURNED THE VEHICLE C FINISHED MY DRIVE HO THEY SAID NOTHING IS TRADED THE TRUCK IN. TRADED THE TRUCK IN.	Y CAUTIOUSLY. WHEN I A LITTLE TO MUCH JUICE A EDAL TOOK OVER AND FL 'S PEED AND TOP RPM'S. ' OFF, UNSTUCK THE PEDAL ME. REPORTED THE INCI WRONG WITH IT, AFTER *JB *DSY Address: City:	S ALMOST HOME ND IT DID THE S, OORED ITSELF, THIS TIME I IMMI AND AGAIN CAF DENT THE NEXT M A MONTH OF FI WAGENER	I AME THING EDIATELY REFULLY MORNING. GHTING	Country:		Emai	:	Country	⁷ Phone Code:
Title: Name: Org.: roduct Informat	AND IT RELEASED. ONC SO I DROVE HOME VERY ACCELERATED WITH A A SECOND TIME. THE PI ACCELERATING TO TOP TURNED THE VEHICLE C FINISHED MY DRIVE HO THEY SAID NOTHING IS TRADED THE TRUCK IN. TRADED THE TRUCK IN. TATION MS. TOP TOP TOP TOP TOP TOP TOP TOP	Y CAUTIOUSLY. WHEN I A LITTLE TO MUCH JUICE A EDAL TOOK OVER AND FL SPEED AND TOP RPM'S. SPEED AND TOP RPM'S. PFF, UNSTUCK THE PEDAL ME. REPORTED THE INCI WRONG WITH IT, AFTER *JB *DSY Address: City: State	S ALMOST HOME ND IT DID THE S, OORED ITSELF, THIS TIME I IMMI AND AGAIN CAR DENT THE NEXT I A MONTH OF FI WAGENER SOUTH CAROL	I AME THING EDIATELY REFULLY MORNING. GHTING	Country:	UNITED STATES	Emai Fa)	:		
Title: Name: Org.: roduct Informa <u>Vehicle Informa</u> <u>Product:</u>	AND IT RELEASED. ONC SO I DROVE HOME VERY ACCELERATED WITH A A SECOND TIME. THE PI ACCELERATING TO TOP TURNED THE VEHICLE C FINISHED MY DRIVE HO THEY SAID NOTHING IS TRADED THE TRUCK IN. TRADED THE TRUCK IN. TATION MS. TOP TOP TOP TOP TOP TOP TOP TOP	Y CAUTIOUSLY. WHEN I A LITTLE TO MUCH JUICE A EDAL TOOK OVER AND FL SPEED AND TOP RPM'S. SFF, UNSTUCK THE PEDAL ME. REPORTED THE INCI WRONG WITH IT, AFTER *JB *DSY Address: City: State	S ALMOST HOME ND IT DID THE S, OORED ITSELF, THIS TIME I IMMI, AND AGAIN CAR DENT THE NEXT M A MONTH OF FI WAGENER SOUTH CAROL	I AME THING EDIATELY REFULLY MORNING. GHTING	Country:	E UNITED STATES	Emai Fax	:	Antilock Brakes:	Y
Title: Name: Org.: roduct Informa <u>Vehicle Informa</u> <u>Product:</u>	AND IT RELEASED. ONC SO I DROVE HOME VERY ACCELERATED WITH A A SECOND TIME. THE PI ACCELERATING TO TOP TURNED THE VEHICLE C FINISHED MY DRIVE HO THEY SAID NOTHING IS TRADED THE TRUCK IN. nation MS. tion <u>Product Type :VEHICLE</u> <u>Manufacturer :TOYOT/</u> <u>Model :TACOMA Model</u> 3TMJU62N97M	Y CAUTIOUSLY. WHEN I A LITTLE TO MUCH JUICE A EDAL TOOK OVER AND FL SPEED AND TOP RPM'S. SFF, UNSTUCK THE PEDAL ME. REPORTED THE INCI WRONG WITH IT, AFTER *JB *DSY Address: City: State	S ALMOST HOME ND IT DID THE S, OORED ITSELF, THIS TIME I IMMI, AND AGAIN CAR DENT THE NEXT M A MONTH OF FI WAGENER SOUTH CAROL	I AME THING EDIATELY REFULLY MORNING. GHTING INA Dayt	Country:	: UNITED STATES Failure Mileage: Body Style:	Emai Fax 5700 PICKUP TRUCK	:	Antilock Brakes: Speed:	Y
Title: Name: Org.: Oduct Informat <u>Vehicle Informa</u> <u>Product:</u> VIN: # of Cylinders:	AND IT RELEASED. ONC SO I DROVE HOME VERY ACCELERATED WITH A A SECOND TIME. THE PI ACCELERATING TO TOP TURNED THE VEHICLE C FINISHED MY DRIVE HO THEY SAID NOTHING IS TRADED THE TRUCK IN. nation MS. tion <u>Product Type :VEHICLE</u> <u>Manufacturer :TOYOT/</u> <u>Model :TACOMA Model</u> 3TMJU62N97M	Y CAUTIOUSLY. WHEN I A LITTLE TO MUCH JUICE A EDAL TOOK OVER AND FL SPEED AND TOP RPM'S. ' SPEED AND TOP RPM'S. ' SPEED AND TOP RPM'S. ' WRONG WITH IT, AFTER *JB *DSY Address: City: State E Product Category :LIGH A MOTOR CORPORATION el Year :2007 Type :TRUC Or	S ALMOST HOME ND IT DID THE S OORED ITSELF, THIS TIME I IMMI AND AGAIN CAF DENT THE NEXT N A MONTH OF FI WAGENER SOUTH CAROL	I AME THING EDIATELY REFULLY MORNING. GHTING INA Dayt	Country:	E UNITED STATES	Emai Fax 5700 PICKUP TRUCK GAS	:	Antilock Brakes:	Y 65

Dealer Type: SALES DEALER

Address1:	3069 WASHINGTON RD	Work Phone:	706 868 5454	Zip Code:	30907
Address2:		Home Phone:		Country Ext.:	
City:	AUGUSTA	Fax:			
Country:	US	Email:			

Complaint Inforn	nation			****		******	*****			
ODI#:	10198196			Referra	al Source:	INTERNET CHAT RC	OM Num. Injured:	0	Prop	erty Damage:
Received Date:	01-AUG-2007	ncident Date:	10-MAR-2007		Crash:	N	Num Occurrences:	100		Police Report:
Description:	TRUCK "SURGES" FORWARD WHE EXHIBITS VIBRATION IN THE DRI THIS IS CONSTANT AND RECURR 2007 TOYOTA TACOMA DOUBLE (VETRAIN AT LOW ING SINCE I BOU	SPEEDS/ LOW	′ RPMS□	Fire:	N	Num Deaths:	0		Confidential:
Consumer Inform	nation									
Title:		Address:			Zip Code:		Evening Phone:		Country	Phone Code:
Name:		City:	GREENVILLE		Country	UNITED STATES	Email			
Org.:		State:	SOUTH CARO	LINA Dayt	ime Phone:		Fax	:		
Product Informa	tion									
Vehicle Inform	ation									
Product:	Product Type :VEHICLE Product Manufacturer :TOYOTA MOTOR Model :TACOMA Model Year :20	CORPORATION	Make :TOYOTA	<u> </u>		Failure Mileage:	300		Antilock Brakes:	Y
VIN	3TMLU42N37M	Orig	ginal Owner:	Y		-	PICKUP TRUCK		Speed:	
# of Cylinders:	6		Engine Size:	4.0 LITER		Fuel Type:	GAS		Powertrain:	4 WHEEL DRIV
Cruise Control:	Y	V	ehicle Usage:			Purchase Date:	05-MAR-2007		Fuel System:	FUEL INJECTIO
Current Mileage:	7221	Transm	ission Type:	AUTOMATIC						
Component:	105000 POWER TRAIN: DRIVELIN									
Component:	180000 VEHICLE SPEED CONTROL									
Dealer Type:	SALES DEALER			Dealer Name:	ΤΟΥΟΤΑ Ο	F GREENVILL			State:	
Address1:				Work Phone:					Zip Code:	
Address2:				Home Phone:				C	Country Ext.:	
City:				Fax:						
Country:				Email:						

Complaint Inform	mation			*****	***********		******	***************************************	
ODI#:	10197535		*****	Referra	al Source:	NHTSA HOTLINE	Num. Injured:	0 Pro c	erty Damage:
Received Date:		ncident Date: 1	4-1111-2007		Crash:		Num Occurrences:	1	Police Report:
Description:	TL*THE CONTACT OWNS A 2007 THE CONTACT DEPRESSED THE B FORWARD. THE VEHICLE CRASH UNABLE TO DUPLICATE THE FAILU AND FAILURE MILEAGE WAS 2,00	TOYOTA TACOMA. RAKE PEDAL, BUT T ED INTO A GATE. JRE. THE CURREN	WHILE DRIV THE VEHICLE THE DEALER	SURGED WAS	Fire:		Num Deaths:	0	Confidential:
Consumer Inforr	mation								
Title:		Address:			Zip Code:		Evening Phone:	Country	Phone Code:
Name:		City: W	ASHINGTON		Country:	UNITED STATES	Email:		
Org.:		State: P	ENNSYLVANI	A Dayt i	ime Phone:		Fax:		
Product Informa	tion						-		
<u>Vehicle Inform</u> <u>Product:</u>		CORPORATION Ma 007 Type :TRUCK		Y		Failure Mileage:	2000		Y
		-	iai Owner: ingine Size:	f 4.0		Body Style:	PICKUP TRUCK	Speed:	
# of Cylinders: Cruise Control:	o Y		icle Usage:	4.0 RECREATIONAL		Fuel Type:	GAS		4 WHEEL DRIVE
Current Mileage:	2407	Transmiss	-	AUTOMATIC		Purchase Date:	23-MAY-2007	Fuel System:	FUEL INJECTIO
<u>Component:</u>	180000 VEHICLE SPEED CONTROL								
Dealer Type:	SALES DEALER			Dealer Name:	WASHINGT	ON AUTOMAL		State:	
Address1:				Work Phone:				Zip Code:	
								<u> </u>	
Address2:				Home Phone:				Country Ext.:	
Address2: City:				Home Phone: Fax:				Country Ext.:	

ODI#:	10191371			Referra	Source:	INTERNET	Num. Injured:	0 Pro	perty Damage:
Received Date:		nt Date:	17-APR-2007		Crash:		-	1	Police Report:
Description:		TA TACOM WARNING THE ROAD THE DEALD	A. WHILE DRIV , WHICH CAUSE) CONDITIONS ER. THE DEALE	ED THE WERE ER STATED	Fire:		Num. Deaths:	0	Confidential:
Consumer Inform	mation								
Title:		Address:			Zip Code:		Evening Phone:	Countr	y Phone Code:
Name:		City:	SPRINGDALE		Country:	UNITED STATES	Email:		
Org.:		State:	ARKANSAS	Dayti	me Phone:		Fax:		
Product Informa	tion								
Vehicle Inform	ation								
Product:	Product Type :VEHICLE Product Cate Manufacturer :TOYOTA MOTOR CORP Model :TACOMA Model Year :2006 Ty	ORATION	Make :TOYOTA	<u> </u>		Failure Mileage:	5500	Antilock Brakes;	Y
VIN	5TEJU62N76Z	Ori	ginal Owner:	Y		Body Style:	PICKUP TRUCK	Speed:	2
# of Cylinders:	6		Engine Size:	4.0L		Fuel Type:	GAS	Powertrain:	UNKNOWN
Cruise Control:	Y	v	ehicle Usage:	RECREATIONAL		Purchase Date:	01-OCT-2006	Fuel System:	FUEL INJECTIO
Current Mileage:	5500	Transm	ission Type:	AUTOMATIC					
<u>Component:</u>	180000 VEHICLE SPEED CONTROL					F FAYETVEILL		State:	
<u>Component:</u> Dealer Type:	SALES DEALER			Dealer Name:	IUIUIAU	I I MILI VEICE		ocucei	
				Dealer Name: Work Phone:	TOTOTAO			Zip Code:	
Dealer Type:					101014.0				

ODI#:	10187789			Referral	Source:	INTERNET OTHER S	SITE Num. Injured:	0	Prop	erty Damage:
Received Date:	13-APR-2007	Incident Date:	12-APR-2007		Crash:	N	Num Occurrences:	5		Police Report:
Description:	THIS IS NOT A FAILURE, BU I AM STOPPING AT A STOP AIR CONDITIONER (A/C) C TO PUSH THE BRAKES DOW IS ON, AND SEEMS TO COM THE COMPRESSOR KICKS O TO REAR END SOMEONE. *,	LIGHT/ STOP SIGN AND N THE TRUCK WILL SU N HARDER. THIS ONLY IE FROM THE INCREASE N. THIS IS VERY UNSA	D AM IN DRIV V RGE FORWARD HAPPENS WHE IN ENGINE RP	VITH THE AND I HAVE EN THE A/C MS WHEN	Fire:	Ν	Num. Deaths:	0		Confidential:
onsumer Inforr	nation									
Title:	MR.	Address:			Zip Code:		Evening Phone:		Country	Phone Code:
Name:		City:	ELK GROVE		Country:	UNITED STATES	Email:			
Org.:		State:	CALIFORNIA	Daytin	ne Phone:		Fax:			
roduct Informa	tion									
Vehicle Inform	ation									
Product:	Product Type :VEHICLE Pr Manufacturer :TOYOTA M Model :TACOMA Model Ye	OTOR CORPORATION	Make :TOYOTA	·	I	Failure Mileage:	100		Antilock Brakes:	Y
VIN		Orig	jinal Owner:	Υ		Body Style:	4-DOOR		Speed:	0
# of Cylinders:	6		Engine Size:			Fuel Type:	GAS		Powertrain:	4 WHEEL DRIV
Cruise Control:	Y	Ve	ehicle Usage:	RECREATIONAL		Purchase Date:			Fuel System:	FUEL INJECTI
urrent Mileage:	13500	T	ssion Type:	AUTOMATIC						

Component: 180000 VEHICLE SPEED CONTROL

Complaint Inforn	nation				*****		****		
	10186996		*****	Referra	I Source:		Num. Injured:	0	Property Damage
Received Date:	04-APR-2007	Incident Date: 0	3-APR-2007		Crash:	N	Num Occurrences:	1	Police Repor
Description:	WHILE SLOWING DOWN FO 10 MPH THE VEHICLE LUNGE WHILE COMPLETELY STOPPI BASIS.*AK	S OR LURCHES FORWAR	D. THIS ALSO	HAPPENS	Fire:	N	Num. Deaths:	0	Confidentia
Consumer Inform	mation								
Title:	MR.	Address:			Zip Code:		Evening Phone:		Country Phone Code
Name:		City: S	AVANNAH		Country:	UNITED STATES	Email:		
Org.:		State: M	IISSOURI	Dayti	me Phone:		Fax:		
Product Informa	tion								
Vehicle Information	ation								
Product:	Product Type :VEHICLE Pr Manufacturer :TOPTA MC	DTOR CORPORATION M							
1/The	Model :TACOMA Model Ye		-	Y		Failure Mileage:	500	Antilo	c k Brakes: Y
	5TELU42N76Z	-		•		Body Style:			Speed: 5
# of Cylinders:			ngine Size: ·	4.0		Fuel Type:	GAS	P	owertrain: 4 WHEEL DR
Cruise Control:	Y 16500		icle Usage:	AUTOMATIC		Purchase Date:	03-JUN-2006	Fu	el System: FUEL INJEC
Current Mileage:	10500	Transmiss	sion Type:	AUTOMATIC					
Component:	180000 VEHICLE SPEED COI	NTROL							
Dealer Type:	SALES DEALER			Dealer Name:	MOLLE TOY	ΌΤΑ		s	tate: MO
Address1:	601 W 103RD ST			Work Phone:	816-842-52	200		Zip C	ode: 64114
Address2:				Home Phone:				Country	Bxt.:
City:	KANSAS CITY			Fax:					
	US								

Complaint Detail

Complaint Inform	ntion			*****			*****	
	10185253			Referral Source:	SCHOOL LIBRARY	Num. Injured:		Property Damage
Received Date:	15-MAR-2007 In	icident Date:	13-MAR-2007	Crash:	N	Num Occurrences:	10	Police Report
Description:	2006 TOYOTA TACOMA LURCHING HAPPENED QUITE A BIT. VERY STR			S Fire:	Ν	Num. Deaths:		Confidential
Consumer Inforn	nation							
Title:	MR.	Address:		Zip Code:		Evening Phone:		Country Phone Code:
Name:		City:	ARVADA	Country	UNITED STATES	Email:		
Org.:		State:	COLORADO	Daytime Phone:		Fax:		
Product Information	tion							
Vehicle Informa	ation							
Product:	Product Type :VEHICLE Product (Manufacturer :TOYOTA MOTOR (Model :TACOMA Model Year :20	CORPORATION 06 Type :TRUCK	Make :TOYOTA		Failure Mileage:		Antilock	Brakes: N
VIN		Orig	j inal Owner: N		Body Style:			Speed:
# of Cylinders:			Engine Size:		Fuel Type:		Pov	vertrain:
Cruise Control:	Ν		ehicle Usage:		Purchase Date:		Fuel	System:
urrent Mileage:		Transm	ssion Type:					
Component:	180000 VEHICLE SPEED CONTROL							
Dealer Type:	SALES DEALER		Deale	r Name: BOULDER	ΤΟΥΟΤΑ		Sta	te:
Address1:			Worl	(Phone:			Zip Cod	e:
Address2:			Home	Phone:			Country Ext	
City:				Fax:				

Complaint Information

TOY-RQ-00029590

	ODI#:	10184759			Referral Source:	DEALER MANUAL	Num. Injured:	0	Property Damage:
I. MY UPE, WAS DRIVING ROUTE 40 WHEN AFTER RED LIGHTS THE ENGINE SUDDERY STARED SPEEDBIC MY WO ANY WARRING COR ALARA, HAVING HER POOT OFT THE ACCELERATOR PEOAL DIDN'T HAVE ANY IMPACT. SHE HER POOT OFT THE ACCELERATOR PEOAL DIDN'T HAVE ANY IMPACT. SHE HER POOT OFT THE ACCELERATOR PEOAL DIDN'T HAVE ANY IMPACT. SHE HER POOT OFT THE ACCELERATOR PEOAL DIDN'T HAVE ANY IMPACT. SHE HER POOT OFT THE ACCELERATOR PEOAL DIDN'T HAVE ANY IMPACT. SHE HER POOT OFT THE ACCELERATOR PEOAL DIDN'T HAVE ANY IMPACT. SHE HER POOL OF HIT STILL AND FORROR SHE WAS ABLE TO SHIT AND RESTRATTIVE ENANCE AND EVENTAL THE CAR WAS ABLE TO SHIT AND PEOP DETERS THE ENANCE AND EVENTILITY HE CAR WAS BACK IN CONTROL OF HIT STILL AND FORROR SHE WAS ABLE TO SHIT AND PEOP DETER REALLY SCARY. I MASHYT THERE SO I COULD THE THAT APPROVE THE CAR WEFORE I CAME BACK FROM A BISINESS TILL". YESTERDAY - SATIRCIAN 3/10. I WAS DEDIXING THE FRUCK THE SHECT CAREFORD AND HER AND EVENTILITY HE CAR WAS BACK THE SHECT CAREFORD AND HER AND EVENTILITY HE CAR WAS BACK THE SHECT CAREFORD AND HER POOL THE MADE AND HAVE AND BRAKE SHARDA SI COULD HAVING MAXARAD LIGHTS ON AND SLOWING THE SHEED CAREFORD HAVE AND HAVE AND HAVE AND HAVE AND HAVE AND HAVE AND RESTRATED THE BRAINE COULE OF TIMES ADOVE I WAS COULD HAVE AND HAVE AND HAVE AND HAVE AND HAVE AND HAVE AND RESTRATED THE RUCK AND HAVE AND ACAINS SHOREN AND RESTRATING THE CAR WAS ACAINS SHOREN AND HAVE AND RESTRATING THE CAR WAS ACAINS SHOREN AND HAVE AND RESTRATING THE CAR WAS ACAINS SHOREN AND HAVE AND HAVE AND HAVE AND HAVE ACAINS SHOREN AND HAVE AND HAVE AND HAVE AND HAVE ACAINS SHOREN AND HAVE AND HAVE AND HAVE AND HAVE ACAINS SHOREN AND HAVE AND HAVE AND HAVE AND HAVE ACAINS SHOREN AND HAVE AND HAVE AND HAVE AND HAVE ACAINE	Received Date:	11-MAR-2007	Incident Date:	10-MAR-2007	Crash:	Ν	Num Occurrences:	2	Police Report
Title: Address: Zip Code: Evening Phone: Country Phone Name: City: HAVRE DE GRACE Country: UNITED STATES Email: Country Org.: State: MARYLAND Daytime Phone: Image: Fax: Email: Image: Image: <t< td=""><td>Description:</td><td>I. MY WIFE, WAS DRI SUDDENLY STARTED SF HER FOOT OFF THE AG HAD TO BRAKE AS MUC TO PULL TO PULL OFF F ENGINE DIDN'T EVEN S THE SELECTOR LEVER FULL RPM. SOMEHOW TO SHUT AND RESTAR IN CONTROL. THE SITUATION HAD B NOT FULLY APPRECIAT SITUATION. II. MY WIFE DIDN'T DA BUSINESS TRIP. YESTE THE FIRST TIME AFTE DOWN IN THE TRAFFIC ABOVE. I WAS ON A M BRAKE AS HARD AS I C THE SPEED CAREFULLY DRIVING ON US. I SHU' W/O ANY IMPACT. EAC PEDAL WOULD BE PUSS BRAKE PEDAL HARD I V NEXT RED LIGHTS. AFT AGAIN SUDDENLY BACH C THE DEFECT DESCRIBE SERIOUS INJURY OR E' OR BAD WEATHER COM C WE DON'T DARE TO DR IDENTIFIED AND FIXED CAUSED THE PROBLEM</td><td>VING ROUTE 40 WHEN AFT YEEDING UP W/O ANY WAR CCELERATOR PEDAL DIDN' CCELERATOR PEDAL DIDN' CCELERATOR PEDAL DIDN' CCELERATOR PEDAL DIDN' SHUT COULD TO CONTRO BUT STILL COULDN'T CONT CONTROL WAS IMPOSS AFTER SOME 'TRIAL AND I T THE ENGINE AND EVENTU EEN REALLY SCARY. I WAS E WHAT HAD HAPPENED W RE TO USE THE CAR BEFOR STATURDAY 3/10 - IR THE PREVIOUS INCIDENT C WHAT HAD HAPPENED W RE TO USE THE CAR BEFOR STATURDAY 3/10 - IR THE PREVIOUS INCIDENT C WHEN SUDDENLY THE ENV IDDLE LANE AND COULDN'' OULD. HAVING HAZARD LI 'I WAS ABLE STOP ON THE T AND RESTARTED THE ENV CHT THE ENGINE STARTED / HED DOWN. I STARTED THE EN SOME BRAKING AND RE < IN CONTROL. □ TO ABOVE COULD EASILY CON VEN DEATH WHEN HAPPEN NDITIONS. □ SIVE THE TRUCK BEFORE IT AND HOW IT WAS FIXED.</td><td>ER RED LIGHTS THE EI NING OR ALARM. HAN T HAVE ANY IMPACT. S LTHE CAR. SHE WAS ROL THE CAR. SHE WAS ROL THE ENGINE. THE IG THE KEY. CHANGINI IBLE AS THE ENGINE T HORROR" SHE WAS AI JALLY THE CAR WAS B SN'T THERE SO I COULI (HEN SHE DESCRIBED T RE I CAME BACK FROM I WAS DRIVING THE T T. THERE WAS A SLOWIN HAS DRIVING THE T T. THERE WAS A SLOWIN HIGHWAY W/O ANYBOUT GHTS ON AND SLOWIN HIGHWAY W/O ANYBOUT SINE COUPLE OF TIME CAR AND PUSHING T E TRUCK AND DRIVE T ISTARTING THE CAR W AUSE A CRASH WITH ING IN A HEAVY TRAFF</td><td>VGINE JING ABLE G OOK BLE ACK D THE A RUCK J S DDY S DDY S DDY S DDY S DTHE O JAS</td><td>Ν</td><td>Num. Deaths:</td><td>0</td><td>Confidential</td></t<>	Description:	I. MY WIFE, WAS DRI SUDDENLY STARTED SF HER FOOT OFF THE AG HAD TO BRAKE AS MUC TO PULL TO PULL OFF F ENGINE DIDN'T EVEN S THE SELECTOR LEVER FULL RPM. SOMEHOW TO SHUT AND RESTAR IN CONTROL. THE SITUATION HAD B NOT FULLY APPRECIAT SITUATION. II. MY WIFE DIDN'T DA BUSINESS TRIP. YESTE THE FIRST TIME AFTE DOWN IN THE TRAFFIC ABOVE. I WAS ON A M BRAKE AS HARD AS I C THE SPEED CAREFULLY DRIVING ON US. I SHU' W/O ANY IMPACT. EAC PEDAL WOULD BE PUSS BRAKE PEDAL HARD I V NEXT RED LIGHTS. AFT AGAIN SUDDENLY BACH C THE DEFECT DESCRIBE SERIOUS INJURY OR E' OR BAD WEATHER COM C WE DON'T DARE TO DR IDENTIFIED AND FIXED CAUSED THE PROBLEM	VING ROUTE 40 WHEN AFT YEEDING UP W/O ANY WAR CCELERATOR PEDAL DIDN' CCELERATOR PEDAL DIDN' CCELERATOR PEDAL DIDN' CCELERATOR PEDAL DIDN' SHUT COULD TO CONTRO BUT STILL COULDN'T CONT CONTROL WAS IMPOSS AFTER SOME 'TRIAL AND I T THE ENGINE AND EVENTU EEN REALLY SCARY. I WAS E WHAT HAD HAPPENED W RE TO USE THE CAR BEFOR STATURDAY 3/10 - IR THE PREVIOUS INCIDENT C WHAT HAD HAPPENED W RE TO USE THE CAR BEFOR STATURDAY 3/10 - IR THE PREVIOUS INCIDENT C WHEN SUDDENLY THE ENV IDDLE LANE AND COULDN'' OULD. HAVING HAZARD LI 'I WAS ABLE STOP ON THE T AND RESTARTED THE ENV CHT THE ENGINE STARTED / HED DOWN. I STARTED THE EN SOME BRAKING AND RE < IN CONTROL. □ TO ABOVE COULD EASILY CON VEN DEATH WHEN HAPPEN NDITIONS. □ SIVE THE TRUCK BEFORE IT AND HOW IT WAS FIXED.	ER RED LIGHTS THE EI NING OR ALARM. HAN T HAVE ANY IMPACT. S LTHE CAR. SHE WAS ROL THE CAR. SHE WAS ROL THE ENGINE. THE IG THE KEY. CHANGINI IBLE AS THE ENGINE T HORROR" SHE WAS AI JALLY THE CAR WAS B SN'T THERE SO I COULI (HEN SHE DESCRIBED T RE I CAME BACK FROM I WAS DRIVING THE T T. THERE WAS A SLOWIN HAS DRIVING THE T T. THERE WAS A SLOWIN HIGHWAY W/O ANYBOUT GHTS ON AND SLOWIN HIGHWAY W/O ANYBOUT SINE COUPLE OF TIME CAR AND PUSHING T E TRUCK AND DRIVE T ISTARTING THE CAR W AUSE A CRASH WITH ING IN A HEAVY TRAFF	VGINE JING ABLE G OOK BLE ACK D THE A RUCK J S DDY S DDY S DDY S DDY S DTHE O JAS	Ν	Num. Deaths:	0	Confidential
Name: City: HAVRE DE GRACE Country: UNITED STATES Org.: State: MARYLAND Daytime Phone: Fax: Product Information Vehicle Information Product: Product Type :/VEHICLE Product Category :LIGHT VEHICLES		nation			The Code	_			Country Disease Codes
Org.: State: MARYLAND Product Information Vehicle Information Product: Product Type::VEHICLE Product Category::LIGHT VEHICLES							-		Country Phone Code:
Product Information Vehicle Information Product: Product Type : VEHICLE Product Category : LIGHT VEHICLES			-		-				
Vehicle Information Product: Product Type :VEHICLE Product Category :LIGHT VEHICLES		tion							
Product: Product Type :VEHICLE Product Category :LIGHT VEHICLES									
	Product:	Manufacturer :TOYOT	A MOTOR CORPORATION	Make :TOYOTA				_	 . . .
Model :TACOMA Model Year :2006 Type :TRUCK Failure Mileage: Antilock Brakes: Y VIN: 5TELU42N762 Original Owner: Y Body Style: PICKUP TRUCK Speed: 35						Failure Mileage:		Aı	ntilock Brakes: Y

		-		Douy Style.	FICHUF INUCH	Speed.	JJ
# of Cylinders:		Engine Size:		Fuel Type:	GAS	Powertrain:	REAR WHEEL DRIVE
Cruise Control:	Y	Vehicle Usage:		Purchase Date:	22-SEP-2006	Fuel System:	FUEL INJECTION
Current Mileage:	4000	Transmission Type:	AUTOMATIC				
<u>Component:</u>	180000 VEHICLE SPEED CONTROL						
Component:	110000 ELECTRICAL SYSTEM						

Complaint Inform	ation							
ODI#:	10184416		Referral Source:	INTERNET OTHER SI	TE Num. Injured:	0 Pro p	perty Damage:	N
Received Date:	07-MAR-2007 Inc	dent Date: 04-JAN-2007	Crash:	Ν	Num Occurrences:	7	Police Report:	N
Description:	I WANTED TO WRITE YOU TO LET YO DOUBLE CAB AND I AM EXPERIENCIN AROUND 2000 MILES ON MY TRUCK, PICKY, BUT IT ACTUALLY FEELS LIKE HAVE NOTICED THAT WITH THE AC RED LIGHT, AND DON'T HAVE MY FO ON THE BRAKE, IT WANTS TO JUMP OF TIMES IF THE LIGHT IS RED FOR THROUGH A PARKING LOT AT SLOW FORWARDS AT TIMES, THUS CAUSI GAS. □ NOT SURE IF THIS IS RELATED OR N ABOUT 34-45 MPH AND THEN RELEA STALLS, BUT IT DOESN'T. THE RPMS COAST. *JB	NG THE "LURCH" PROBLEM. I HA I THOUGHT IT WAS JUST ME BE IT DOESN'T WANT TO STOP AT OR HEAT ON, IF I ARE SITTING , OOT FIRMLY, I MEAN FIRMLY PLA FORWARD. IT WILL DO THIS A A WHILE. ALSO, IF I AM DRIVIN SPEEDS, IT TENDS TO "LURCH" NG ME TO "PLAY" WITH THE BRA IOT, BUT ALSO, IF I AM RIDING , SE THE GAS, THE ENGINE FEELS	VE IING TIMES. I AT A NITED COUPLE G KE AND AT LIKE IT	Ν	Num. Deaths:	0	Confidential:	Ν
Consumer Inform	ation							
Title:	MR.	Address:	Zip Code:		Evening Phone:	Country	y Phone Code:	
Name:		City: FLORENCE	Country	UNITED STATES	Email:			
Org.:		State: SOUTH CAROLIN	Daytime Phone:		Fax:			
Product Informat	ion							
Vehicle Informa	tion							
Product:	Product Type :VEHICLE Product Ca Manufacturer :TOYOTA MOTOR CC Model :TACOMA Model Year :2006	RPORATION Make : TOYOTA	_	Failure Mileage: 5	00	Antilock Brakes:	Y	
VIN		Original Owner: Y		Body Style: 4	-DOOR	Speed:		
# of Cylinders:	6	Engine Size:		Fuel Type: G	GAS	Powertrain:	REAR WHEEL D	ORIV
Cruise Control:	Y	Vehicle Usage:		Purchase Date: 1	1-DEC-2006	Fuel System:	FUEL INJECTIO	Л
Current Mileage:	2100	Transmission Type: A	JTOMATIC					
Component:	180000 VEHICLE SPEED CONTROL							
Component:	061000 ENGINE AND ENGINE COOLI	- NG:ENGINE						
Dealer Type:	SALES DEALER	ſ	Dealer Name: FLORENCI	Ε ΤΟΥΟΤΑ		State: SC		
Address1:			Work Phone:			Zip Code: 29501	1	
Address2:		1	Home Phone:			Country Ext.:		
			_			-		
City:	FLORENCE		Fax:					

					******		*****		*****
Complaint Inforn									Property Damage:
	10184375			Referra	I Source:	E-BBS	Num. Injured:		Property Damage:
		Incident Date:			Crash:	Ν	Num Occurrences:	20	Police Report:
Description:	STILL IN DRIVE. AFTER A	TACOMA THAT "LURCHES" \ A FEW SECONDS FROM CO AND IF THE BRAKES ARE N LL MOVE FORWARD. *JB	MING TO A ST	OP, THE	Fire:	Ν	Num. Deaths:	0	Confidential:
Consumer Inforr	mation								
Title:	MR.	Address:			Zip Code:		Evening Phone:		Country Phone Code:
Name:		City:	TOMBALL		Country:	UNITED STATES	Email:		
Org.:		State:	TEXAS	Dayti	ime Phone:		Fax:		
Product Informa	tion								
Vehicle Inform	ation								
Product:	Manufacturer :TOYOT	Product Category :LIGHT MOTOR CORPORATION N PlYear :2006 Type :TRUCK	1ake :TOYOTA	<u>. </u>		Failure Mileage:	500		Antilock Brakes: Y
VIN	3TMJU62N36M	Origi	inal Owner:	Y		Body Style:	4-DOOR		Speed: 0
# of Cylinders:	6		Engine Size:	4.0 LITER		Fuel Type:	GAS		Powertrain: REAR WHEEL D
Cruise Control:	Y	Ve	hicle Usage:			Purchase Date:	27-SEP-2006		Fuel System: FUEL INJECTION
Current Mileage:	4350	Transmis	sion Type:	AUTOMATIC					
Component:	180000 VEHICLE SPEED	CONTROL							
Component:	103000 POWER TRAIN:	AUTOMATIC TRANSMISSIO	N						
Dealer Type:	SALES DEALER			Dealer Name:	FRED HAA	S TOYOTA			State:
Address1:				Work Phone:					Zip Code:
Address2:				Home Phone:				a	ountry Ext.:
City:				Fax:					
Country:				Email:					

Complaint Information ODI#: 10184332 Referral Source: INTERNET Num. Injured: 0 Property Damage: Y Received Date: 06-MAR-2007 Incident Date: 24-OCT-2006 Crash: Y Num Occurrences: 2 Police Report: Y Confidential: Y Description: I HAVE EXPERIENCED A LURCHING PROBLEM IN MY 2006 SPORT 4 DOOR Fire: N Num Deaths: 0 TACOMA. THE FIRST TIME IT HAPPENED, I REAR ENDED A VEHICLE CAUSING \$1500 DAMAGE TO THE TACOMA AND \$1200 TO THE OTHER VEHICLE. I ALSO HAD A WITNESS THAT SAW MY FOOT ON THE BRAKE PEDAL AFTER IMPACT. THE VEHICLE WAS TOWED TO THE DEALERSHIP AND THE ACCIDENT REPORTED TO TOYOTA CANADA AND THE MINISTRY OF TRANSPORTATION. A THIRD PARTY INVESTIGATOR/ENGINEERING WAS SENT TO CHECK THE VEHICLE AND FOUND NO ERROR CODES. I WAS TOLD THERE WAS NO PROBLEM. TWO MONTHS LATER THE TRUCK LURCHED AGAIN AT AN INTERSECTION. THIS TIME I SHOVED THE TRUCK INTO NEUTRAL. I OBSERVED THE RPMS CLIMB TO 3000 RPM THEN DROP OFF. THE TOYOTA DEALERSHIP (NORTHSIDE TOYOTA) CHECKED THE VEHICLE OVER AND SAID THEY FOUND NO PROBLEM. NOTE: THE VEHICLE HAD ROUGHLY 10,000 KILOMETERS AT THAT TIME. I ALSO FOUND MYSELF RIDING THE BRAKES MORE THEN I HAVE EVER ON ANY VEHICLE I'VE OWNED. WE HAVE SINCE TRADED THE VEHICLE IN FOR A 2007 TACOMA THINKING THIS PROBLEM IS ONE OF A KIND ISSUE. I TOLD THE DEALERSHIP WHY I WAS TRADING IT IN. WE NO LONGER TRUSTED THE 2006. THEY HAD NO QUALMS DOING THE TRADE, OBVIOUSLY THINKING THERE WAS NO ISSUE. I TOOK A MAJOR HIT FOR DEPRECIATION ON A TRUCK THAT HAD ONE OIL CHANGE. THAT 2006 IS STILL SITTING ON THEIR LOT. TO SAY THE LEAST I AM NOT PLEASED, BUT DON'T HAVE THE MEANS TO PURSUE THIS. ALSO THE STRESS GOT TO US. *JB□ **Consumer Information** Zip Code: Title: MR. Address: Evening Phone: **Country Phone Code:** Name: City: SAULT STE MARIE Country: OTHER Email: Org.: State: FOREIGN STATES Daytime Phone: Fax: Product Information Vehicle Information Product: Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer : TOYOTA MOTOR CORPORATION Make : TOYOTA Model :TACOMA Model Year :2006 Type :TRUCK Failure Mileage: 6000 Antilock Brakes: Y VIN: 5TEMU52N962 Original Owner: Y Body Style: 4-DOOR Speed: 8 # of Cylinders: 6 Engine Size: Fuel Type: GAS Powertrain: 4 WHEEL DRIVE Cruise Control: Y Vehicle Usage: Purchase Date: 15-JUN-2006 Fuel System: FUEL INJECTION Current Mileage: 8000 Transmission Type: AUTOMATIC **Component:** 180000 VEHICLE SPEED CONTROL Dealer Type: SALES DEALER Dealer Name: NORTHSIDE TOYOTA State: 00 Address1: 61 GREAT NORTHERN RD Work Phone: 705-256-6266 Zip Code: Address2: Home Phone: Country Ext.:

Country: ??

Email: WWW.NORTHSIDETOYOTA.COM

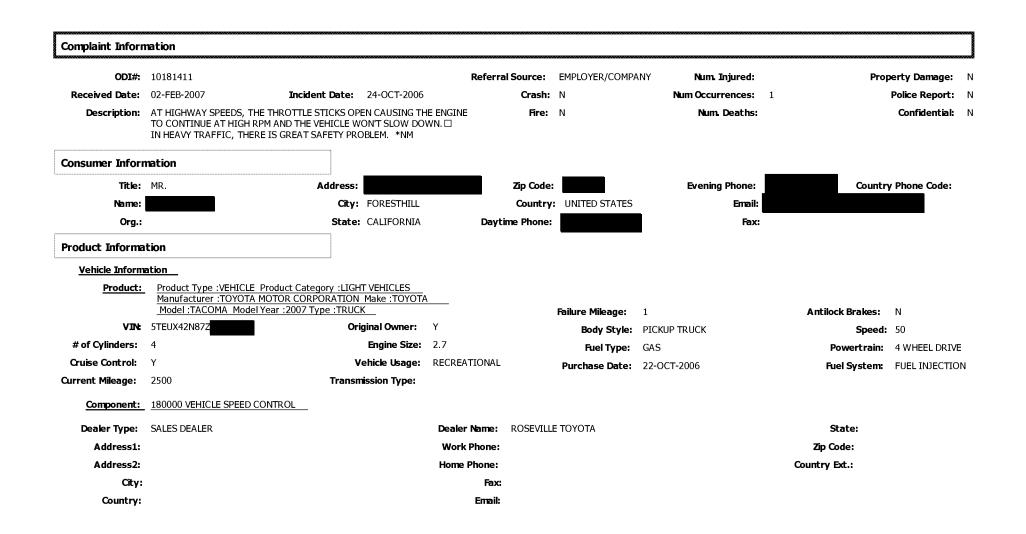
Fax:

ODI#:	10183012			Referral Source:	INTERNET	Num. Injured:	0	Property Damage:
leceived Date:	20-FEB-2007	Incident Date:	13-FEB-2006	Crash:	N	Num Occurrences:	2	Police Report
Description:	LIGHT. THE GAS ON MY APPLIED BRAKES, THIS FRONT OF ME. I WAS A A SIDE ROAD BEFORE H CAUSING THE REV LIMI RESTARTED TRUCK AND 2-14-07 THEY COULD N TOYOTA. ON 2-15-07 TT TOYOTA MYSELF AND W 07 AND TOYOTA HAS N THEM BACK AND E-MAIL	S OUT ON 2/13/07 AND WAS ' 2006 TOYOTA TACOMA WO WOULD NOT DISENGAGE TH BLE TO PUT THE TRUCK IN NE ITTING CAR. WHILE IN NE TER TO KICK IN. CUT IGNITI D WAS OKAY. TOOK THIS TR OT MAKE IT HAPPEN AGAIN. OYOTA HAD NOT CONTACTE VAS GIVEN A CASE NUMBER OT CONTACTED ME ON THIS LED WITH NO RESPONSE. TH O GET SOMEONE KILLED. THI	DULD NOT LET OFF. I HE GAS. A CAR WAS VEUTRAL AND TURN I JTRAL RPM'S WERE H ION SWITCH OFF. UCK TO DEALERSHIP THEY CONTACTED ED THEM BACK. I CAL ON 2-15-07. THIS IS I SSUE. I HAVE CALL HIS IS A VERY SERIOL	IN NTO IIGH ON LED 2-20- ED JS	Ν	Num. Deaths:	0	Confidential
nsumer Inforr	mation							
Title:		Address:		Zip Code:		Evening Phone:	Co	untry Phone Code:
Name:		City:	SALISBURY	Country:	UNITED STATES	Email:		
Org.:		State: 1	NORTH CAROLINA	Daytime Phone:		Fax:		
oduct Informa	ition							
Vehicle Inform	ation	/						
Product:	Manufacturer :TOYOT	E Product Category :LIGHT A MOTOR CORPORATION M el Year :2006 Type :TRUCK			Failure Mileage:		Antilock Brak	es: N
VIN	3TMKU72N56M	Origi	nal Owner: N		Body Style:		Sp	eed:
t of Cylinders:			Engine Size:		Fuel Type:		Powertr	ain:
ruise Control:	Ν	Vel	nicle Usage:		Purchase Date:		Fuel Syste	em:

Complaint Information ODI#: 10182045 Referral Source: INTERNET Num. Injured: Property Damage: N Received Date: 08-FEB-2007 Incident Date: 03-JAN-2007 Crash: N Num Occurrences: 1 Police Report: N Description: I WAS DRIVING DOWN HILL ALONG ABOUT 50 KM/H. I NOTICED STOP LIGHTS Confidential: N Fire: N Num. Deaths: AND CARS SPINNING AND SLIDING EVERYWHERE. I GENTLY TOOK MY FOOT OFF THE THROTTLE TO START ENGINE BRAKING AND AS USUAL NOTHING HAPPENS IMMEDIATELY, WORSE, TRUCK STARTED TO ACCELERATE BECAUSE OF RPM HANG PROBLEM ON EVERY MANUAL TRANSMISSION EQUIPPED MODEL (MY COMPLAINT TO DEALER WAS IGNORED TWICE). THIS IS NOT EXACTLY A PLACE WHERE YOU CAN PUSH THE BRAKES EVEN WITH ABS BECAUSE IT ALSO IS AN OFF SLOPE TURN. □ INSTEAD OF SLOWING DOWN GRACEFULLY, THE RPM HANG ACTUALLY ACTS LIKE A CRUISE CONTROL. COMBINED WITH THE DOWNHILL AND THE RPM HANG I AM NOT DECELERATING AT ALL! SUDDENLY THE ECU FINALLY DECIDES TO CLOSE THE THROTTLE (FUEL CUT OFF). AT THIS POINT TRUCK TAIL OF MY TRUCK SLIDE TO THE RIGHT AND TO THE LEFT. ONLY MY 20 YEAR EXPERIENCE AND GOOD LUCK LET ME AVOID A FATAL ACCIDENT. THE NON-LINEAR THROTTLE RESPONSE IS NOT SAFE. THIS IS JUST DANGEROUS HOW THE ECU IS PROGRAMMED!□ MAYBE BECAUSE ONLY <10% OF ALL TRUCKS HAVE MANUAL TRANSMISSIONS TOYOTA DOESN'T WANT TO HEAR ABOUT IT. TOYOTA MUST ISSUE ECU PATCH FOR MANUAL TRANSMISSION MODELS V6 TACOMA, FJ CRUISER TO ELIMINATE:□ 1. RPM HANG WHEN SHIFTING□ 2. HIGH RPM (1450) WHEN ROLLING DOWNHILL IN NEUTRAL OR WITH CLUTCH DEPRESSED 3. MAKE LINEAR THROTTLE RESPONSE. *JB□ **Consumer Information** Title: MR. Address: Zip Code: **Evening Phone: Country Phone Code:** City: COQUITLAM Country: OTHER Email: Name: Org.: State: FOREIGN STATES Daytime Phone: Fax: **Product Information** Vehicle Information Product: Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer : TOYOTA MOTOR CORPORATION Make : TOYOTA Model :TACOMA Model Year :2007 Type :TRUCK Failure Mileage: 2900 Antilock Brakes: Y VIN: 5TELU42N472 Original Owner: Y Body Style: PICKUP TRUCK **Speed:** 50 # of Cylinders: 6 Engine Size: 4.0 Fuel Type: GAS Powertrain: 4 WHEEL DRIVE Cruise Control: Y Vehicle Usage: Purchase Date: 03-NOV-2006 Fuel System: FUEL INJECTION Current Mileage: 3150 Transmission Type: MANUAL Component: 180000 VEHICLE SPEED CONTROL Component: 980000 OTHER Dealer Type: SALES DEALER Dealer Name: REGENCY TOYOTA State: 00 Mark Dhana 7im Code

Address1:		Work Phone:
Address2:		Home Phone:
City:	BURNABY, CANADA	Fax:
Country:	??	Email:

ODI#:	10181486			Referral	Source:	INTERNET	Num. Injured:	0 Pro	perty Damage:
Received Date:		Incident Date:	24-JAN-2007	Referra	Crash:		-	1	Police Report:
	I WAS STOPPED WAITING F			WEST	Fire:	N	Num. Deaths:	-	Confidential:
	NEWTON PA. WITH MY FOO HARD THE BRAKE WOULD N THE ONCOMING CAR MISSE TOYOTA TO TAKE CARE OF WITH ONLY 3000 MILES ON WILL BE SOLD TO SOMEON BE AS FORTUNATE AS I WA	OT ON THE BRAKE THE NOT HOLD IT EVEN WIT ED ME BY INCHES. AFTE IT WITH NO LUCK, I T I IT. I AM VERY CONCE E THAT MAY HAVE THE	TRUCK ACCELEF H FULL PRESSUI ER TRYING TO G RADED THE TRU RNED THAT THE SAME PROBLEM	RATED SO RE APPLIED. SET JCK IN TRUCK				-	
Consumer Inform	mation								
Title:	MR.	Address:			Zip Code:		Evening Phone:	Count	ry Phone Code:
Name:		City:	WEST NEWTON	N	Country	UNITED STATES	Email:		
Org.:		State:	PENNSYLVANIA	Daytin	ne Phone:		Fax:		
Product Informa	tion								
Vehicle Inform	ation								
Product:	Product Type :VEHICLE P Manufacturer :TOYOTA M Model :TACOMA Model Y	OTOR CORPORATION	Make :TOYOTA			Failure Mileage:	2987	Antilock Brakes:	Y
VIN	5TELU42N17Z	Orig	jinal Owner:	Y		-	PICKUP TRUCK	Speed	: 0
# of Cylinders:	6		Engine Size:	4.0		Fuel Type:	GAS		4 WHEEL DRIVE
Cruise Control:	Y	Ve	ehicle Usage:			Purchase Date:	14-NOV-2006	Fuel System:	FUEL INJECTIO
	2989	Transm	ission Type:	AUTOMATIC					
urrent Mileage:									
-	180000 VEHICLE SPEED CO	NTROL							
<u>Component:</u>	180000 VEHICLE SPEED CO 072000 FUEL SYSTEM, GAS								
<u>Component:</u> Component:				Dealer Name:	DAY TOYO	ΤA		State: PA	
<u>Component:</u> <u>Component:</u> Dealer Type:	072000 FUEL SYSTEM, GAS			Dealer Name: Work Phone:				State: PA Zip Code: 1523	6
<u>Component:</u> <u>Component:</u> Dealer Type:	072000 FUEL SYSTEM, GAS SALES DEALER								6



ODI#:	10100050								
				Refer		INTERNET	Num. Injured:		operty Damage:
Received Date:		dent Date:	24-JAN-2007		Crash:	Ν	Num Occurrences:	1	Police Report:
Description:	AT A FULL STOP AT AN INTERSECTION HARD ENOUGH THE BRAKE WOULD N ONTO THE ROAD WITH ONCOMING T DO NOT QUESTION MY ABILITY TO P AS YOU HAVE IN ALL THE REPORTS I *DSY	IOT HOLD IT. FRAFFIC. TH USH ON THE	PUSHING THE E CAR MISSED BRAKE AND NO	TRUCK ME. PLEASE T THE GAS	Fire:	N	Num. Deaths:	0	Confidential:
Consumer Inforr	nation								
Title:	MR.	Address:			Zip Code:		Evening Phone:	Count	ry Phone Code:
Name:		City:	WEST NEWTO	N	Country:	UNITED STATES	Email:		
Org.:		State:	PENNSYLVANI	A Day	time Phone:		Fax:		
Product Informa	tion								
Vehicle Inform	ation								
Product:	Product Type :VEHICLE Product Ca Manufacturer :TOYOTA MOTOR CO Model :TACOMA Model Year :2007	RPORATION	Make :TOYOTA	<u>. </u>		Failure Mileage:	2987	Antilock Brakes:	Y
VIN	5TELU42N17Z	Orig	ginal Owner:	Y		-	PICKUP TRUCK	Speed	
# of Cylinders:	6		Engine Size:	4.0L			GAS	•	4 WHEEL DRIVE
Cruise Control:	Υ	v	ehicle Usage:			Purchase Date:	14-NOV-2006	Fuel System	FUEL INJECTIO
Current Mileage:	2989	Transm	ission Type:	AUTOMATIC					
	180000 VEHICLE SPEED CONTROL	-							
Component:				Dealer Name:	DAY TOYT	4		State: PA	
<u>Component:</u> Dealer Type:	SALES DEALER			bedier Humer					
Dealer Type:				Work Phone		000		Zip Code: 152	36
Dealer Type:	SALES DEALER				412-469-3	000		Zip Code: 152 Country Ext.:	36

	*****	******						
ODI#:	10172030		Referra	l Source:	OTHER	Num. Injured:	Pro	perty Damage:
Received Date:	28-OCT-2006	Incident Date: 27-OCT-2006		Crash:	Ν	Num Occurrences:	3	Police Report:
Description:	ON A MOUNTAINOUS ROAD AI GOING UP AN INCLINE FOR M' AND THE GAS PEDAL "STUCK", DISENGAGING OF THE GAS PE NOT TO LOSE THE POWER STE MINUTES. WHEN WE WERE O AND FINALLY THE GAS PEDAL TOYOTA HAS REPLACED THE GAS BRAKES WERE AGAIN RED HO TRUCK. WE WILL BE IN TOUCH WITH T	THE THIRD TIME IN THIS VEHICLE. BOUT 30 MPH. TRUCK MOVED TO Y HUSBAND TO PASS HIM. HE ACC APPLIED THE BRAKES WITH NO DAL. TURNED THE KEY OFF AND C ERING. THIS CONTINUED FOR SE N A STRAIGHTAWAY, HE TURNED DISENGAGED. TWO TIMES PREVIC CRUISE CONTROL. THIS IS NOT A AS PEDAL ISSUE. I WAS TOLD PRE S PEDAL. THIS IS HARDLY THE PRO T WHEN MY HUSBAND TRIED TO S TOYOTA AGAIN THIS A.M. THIS VE IE PUT DOWN! *NM SEE ALSO OD	THE SIDE ELERATED ON SO AS VERAL THE KEY OFF DUSLY CRUISE WIOUSLY DBLEM. THE FOP THE HICLE IS A	Fire:	Ν	Num. Deaths:		Confidential:
Consumer Inforn	nation							
Title:	MRS.	Address:		Zip Code:		Evening Phone:	Countr	y Phone Code:
Name:		City: LANSING		-	UNITED STATES	Email:		
Org.:		State: NORTH CARO	LINA Dayti	ime Phone:		Fax:		
Product Informa	tion							
Vehicle Informa	ation							
Product:		uct Category :LIGHT VEHICLES OR CORPORATION Make :TOYOT/ : :2006 Type :TRUCK	<u> </u>		Failure Mileage:	25000	Antilock Brakes:	Y
VIN	3TMLU42N36M	Original Owner:	Y		- Body Style:	PICKUP TRUCK	Speed:	30
# of Cylinders:	4	Engine Size:	4		Fuel Type:	GAS	Powertrain:	4 WHEEL DRIVE
Cruise Control:	Y	Vehicle Usage:			Purchase Date:	01-JAN-2006	Fuel System:	FUEL INJECTIO
Current Mileage:	25000	Transmission Type:	AUTOMATIC					
<u>Component:</u>	180000 VEHICLE SPEED CONT	ROL						
Dealer Type:	SALES DEALER		Dealer Name:	MIKE JOHN	ISON HICKOR		State: NC	
Address1:	435 US HWY 70SE		Work Phone:	704 535 19	72		Zip Code: 2822	7N
Address2:			Home Phone:				Country Ext.:	
City:	HICKORY		Fax:					

ODI#:	10152011		Referra	Source:	NHTSA HOTLINE	Num. Injured:	Drou	perty Damage:
Received Date:		ent Date: 06-MAR-2006		Crash:		2	1	Police Report:
	DT*: THE CONTACT STATED WHILE D			Fire:		Num. Deaths:	1	Confidential:
	THE THROTTLE STICKS. AFTER THE T HIGH AND DO NOT DECREASE. THE V FOR INSPECTION. ALTHOUGH, THE D WITH THE SPEED CONTROL AND THE I COULD NOT BE REMEDIED BY THE DEA	HROTTLE STICKS, THE RPI EHICLE WAS TAKEN TO TH EALER KNEW THE PROBLEI ELECTRICAL SYSTEM, THE	4'S RANGE E DEALER M PERSISTED PROBLEM					
Consumer Inform	nation							
Title:		Address:		Zip Code:		Evening Phone:	SAME Countr	y Phone Code:
Name:		City: BRECKENRIDO	GE	Country:	UNITED STATES	Email:		
Org.:		State: COLORADO	Dayti	ime Phone:		Fax:		
Product Informa	tion							
Vehicle Informa	ation							
Product:	Product Type :VEHICLE Product Cate Manufacturer :TOYOTA MOTOR COR Model :TACOMA Model Year :2006 1	PORATION Make :TOYOT	<u> </u>		Failure Mileage:	12	Antilock Brakes:	Y
VTN	5TEPX42NX6Z	Original Owner:	Y		-	PICKUP TRUCK	Speed:	
			27		Fuel Type:	GAS	Powertrain:	4 WHEEL DRIVE
# of Cylinders:	4	Engine Size:	2.7		ruer rype.	uko -		
# of Cylinders:	4 N	Engine Size: Vehicle Usage:	2.7		Purchase Date:		Fuel System:	FUEL INJECTIO
# of Cylinders:			MANUAL				Fuel System:	
# of Cylinders: Cruise Control: Current Mileage:	Ν	Vehicle Usage:					Fuel System:	
# of Cylinders: Cruise Control: Current Mileage: <u>Component:</u>	N 1033	Vehicle Usage:					Fuel System:	
# of Cylinders: Cruise Control: Current Mileage: <u>Component:</u>	N 1033 110000 ELECTRICAL SYSTEM	Vehicle Usage:		BURT TOY	Purchase Date:		Fuel System: State: CO	
# of Cylinders: Cruise Control: Aurrent Mileage: <u>Component:</u> <u>Component:</u>	N 1033 <u>110000 ELECTRICAL SYSTEM</u> <u>180000 VEHICLE SPEED CONTROL</u> SALES DEALER	Vehicle Usage:	MANUAL	BURT TOY 303-789-6	Purchase Date:			FUEL INJECTIO
# of Cylinders: Cruise Control: Current Mileage: <u>Component:</u> Dealer Type:	N 1033 <u>110000 ELECTRICAL SYSTEM</u> <u>180000 VEHICLE SPEED CONTROL</u> SALES DEALER	Vehicle Usage:	MANUAL Dealer Name:		Purchase Date:		State: CO	FUEL INJECTIO

From: <scott.yon@dot.gov>. Sent:2/5/2008 6:37 AM.</scott.yon@dot.gov>
To: [-] <csantucci@tma.toyota.com>.</csantucci@tma.toyota.com>
Cc: [-] <ctinto@tma.toyota.com>;<jeff.quandt@dot.gov>.</jeff.quandt@dot.gov></ctinto@tma.toyota.com>
Bcc: [-] . Subject: RE: Opening resume.
Hi Chris,
Can you confirm receipt please?
Attached are two Adobe files; one contains the 32 VOQs (Petitioner's report included also) noted in the resume and the other contains a correspondence provided by the Complainant on VOQ 10152011 (this is the only image file we have for these 32 reports at this time).
I am working of the IR letter and will send it ASAP.
Thanks,
Scott
From: CSantucci@tma.toyota.com [mailto:CSantucci@tma.toyota.com] Sent: Thursday, January 31, 2008 5:49 PM
To: Yon, Scott <nhtsa></nhtsa>
Cc: CTinto@tma.toyota.com; Quandt, Jeff <nhtsa> Subject: RE: Opening resume</nhtsa>
Scott,
Can you also provide the 31 VOQ's that are referenced in the "Other" category of the opening resume? All that is attached to your email are documents related to the petitioner only.
Regards,
Chris Santucci- Assistant Manager Technical and Regulatory Affairs Toyota Motor North America, Inc. Ofc (202) 463-6856 Cell (202) 651-1581 Fax (202) 463-8513 email: Chris_Santucci@tma.toyota.com
Note: We cannot receive attachment extensions listed below.

.exe, .com, .pif, .scr, .cmd, .bat, .vbs, .lnk, .htm, .html, .shs, or .zip

<Scott.Yon@dot.gov>

01/31/2008 03:36 PM

То

<CTinto@tma.toyota.com>, <CSantucci@tma.toyota.com>

cc <Jeff.Quandt@dot.gov>

Subject RE: Opening resume

Can you please confirm receipt of this message?

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

Regards, Scott

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

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

		Г	OT Auto Sa	fety H	otline			FO	R AGENCY USE ONI	LY 1	00148
U.S. Departmen	L	nicle	e Owner's Report Vehic	s Que	estion		1	Date Rec	ceived	Repo	ository 🗌
of Transportation National Highw Traffic Safety Administration	vay		1-888-D/ (1-888-3 IET:www.nht	ASH-2- 827-42	DÖT 36)			06-	MAR-2006 200		erence No. 52071
N	OWNER INF	RMA	TION (Type o	r Print)		· ••••	l	Daytime	Telephone Number	E-mai	il Address
Name Address											
City BRECKEN			State C	0	Zip Code			Evening SAME	Telephone Number		
Do you authorize In the absence of Signature of Owne	an authorization	e a co , NHT	py of this repo SA WILL NOT p	rt to the provide	manufaci your nami	turer of yc e or addre	our vehi ess to the Date	e vehicle	YES X manufacturer.] <i>NO</i>	<u>, ,,,, = = = = = ,,,, = ,,, = = ,</u>
						RMATION			······		·
17 digit Vehicle Identi 5TEPX42NX6Z	ification Number Loo	ated at	bottom of winds	hield on d	river's side	Make TOYOTA			Model TACOMA		Model Year 2006
Date Purchase 23-JAN-06	BURT TO	ΥΟΤΑ	and Telephone 303-789-6566	Number		۰			Engine: No: Cylinders <u>4</u>		Fuel Type: Gas
Original Owne	r Dealer's ENGLEV					State CO	Zip Co 8011	ode 3-6767			
Transmission Type	X Antilock Bra		Powertrain					ent Code E SPEED	e Control		
MANUAL	Cruise Cont	ol 4	WHEEL DRIVE			Multiple					
			FAILE	O COMP	ONENT(S)/PART(S	5) INFO	RMATIC	ON		
Incident Date(s) 06-MAR-2006	Failure Mileage 12	Fa	ailure Speed								
Tire Make	AD	DITIC	NAL ITEMS TO Tire Model (WHEN R	EPORTI		RE FAILURE re Size (Example P2	15/65F	R15)
DOT No. (Example:	DOTMAL9ABC03	5)		l Equipm	<u></u> .	Failure L	ocation				
Tire Component Co		<u> </u>	Prior R	epair		raiure L			e Failure Type		
	ADDIT	ONAL	ITEMS TO BE	COMPL	ETED WH	IEN REPO	RTING		SEAT FAILURE		
Make:				Date Mar	nufacture	d:			o./Name:		
Seat Type: Child Seat Compon	ent Code:		Failed Part:	nstallati	on System	1:			<u> </u>		
child Seat Composi			APPL	ICABLE	INCIDEN		MATION	Ň	·····		
Crash	Fire		(Please describe in Number of Pers), Failure(s), umber of D			rted to Police N		
Narrative Descript	tion of Incident(S), Cras up to	the failure, (2)	failure a	and its cor	isequence	s, and (3	3) what v	was done to correct	the fa	ilure;
DT*: THE CONTA RPM'S RANGE HIC THE PROBLEM PE The hi pedal, tse the pedal Clutch wa when shift Include, if availat The Privacy Act of 19	ACT STATED WHI SH AND DO NOT RSISTED WITH T gh RPIM If does no 15 refease ing from 26: Police/Fire De 74-Public Law 93-57	E DEP DECRE IE SPE ST ST ST ST ST ST ST ST ST ST ST ST ST	RESSING THE A ASE. THE VEHI ED CONTROLA ELY THR FICK, but THEY RH SO QS TO SO QS TO SO QS TO SO QS TO SO QS TO SO QS TO SO DIA SO QS TO SO DIA SO DI	ACCELER CLE WA IND THE STTLE TRATE	S TAKEN T ELECTRIC S S S S S S S S S S S S S S S S S S S	TO THE DEL CAL SYSTEM CAL SYSTEM CAL POCTY TAY W TAY W TAY W TAY W TAY M TAY A TAY M TAY M TAY M TAY M TAY M	ALER FC M, THE F (01) 2: PM /haf for 1 sted in the	DR INSPE PROBLEM CALL Hoge History History History History History	S. AFTER THE THR CTION. ALTHOUGH A COULD NOT BE RE P GTRL. TH MOT CUM A WORP GT A COURT A COURT	H, THE EMEDIE AC A CA CA CA SHE EXPACT a hother a	DEALER KNEW D BY THE DEALER. DCCELLOVATOR WILL ON ONCE HEM THE S DEPRESENT OP. ETS IF. NECESSARY nd subsequent a Manufacturer

TOY-RQ-00029606

Narrative Description of Incident(s), Failure(s), Crash(es), and Injury(ies) * That see た buing accia \mathcal{O} trun ADDITIONAL SHEETS IF NECESSARY ATPÁCH

U.S. Department of Transportation

National Highway Traffic Safety Administration

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

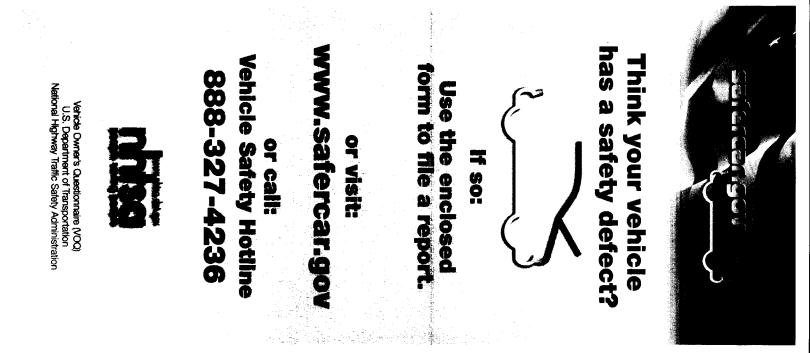
Official Business Penalty for Private Use \$300



PERMIT NO 73173 WASHINGTON, D.C.

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

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



NO POSTAGE

NECESSARY

IF MAILED IN THE UNITED STATES

	cident Report Breckenridge Pol					Page #: 1
Incident Date/Time: 03/11/06 17:15 To: 03/11/06 17:25 Report Date/Time: 03/11/06 21:43			Description: File#:	Other Miscella 06-0749	nneous Repor	
Complainant:Address:Address:City/State:,Phone:-Employer:Address:Address:Address:City/State:,Phone:	DOB: Race: Sex: Ethnic: Height: '0" Occupation:	Age: Resident: Hair: Eyes: Weight: 0	ļ	Location of Occur Address: Address: City/Cross Street:	HWY 9	E / VALLEY BROOK
Person(s) Involved:	3 Address		C	ity/State		Phone
Type Name DOI None DOI				RECKENRIDGE	E,CO	
			Time Arrived		- 	
Location: - HWY 9			Time Cleared	l: 19:10		
Burglary Crimes						
Entry Method: Entry Point: Instrument: Inc. Activity:	Exit Point: Neighborhood: Safe Entered:					
					Inv Ass	gn:
Referral: NONE Children: None Present					Inv Du	B:
Evidence Taken: Photo: N Fingerprint(s): N	Other: N				Approv	red: 03/12/06
Status: Inactive Exp. Clrd. Status:	Status Dat	e: 02/07/02				
Investigator:					Approv	red: 03/13/06
Reporting Officer: 0306 - ZERNICKOW, SEAN				· · · · · ·		
Supervisor: 4805 - JAGUSCH,SCOTT	_		· .		····	
Entered By: 0306 - ZERNICKOW,SEAN						
Records: 3753 - GOBLE, ROBYN	_					
Addendum Codes: /						
Copies To: News Media						

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7

VICTIM/SUBJECT SECTION

				—— Subject # 1 - Ne	one					
Name:				-		DOB :		Ethn: U	U nknown	
Addr:						Race:		Hair:		
Addr:						Sex :	Male	Eyes:		
City:	BRECKEN	RIDGE,CO				Age :	36 -	Skin:		
Phone:			•			Hght:	' 0"	Face:		
SSN:						Wght:	0			
OLN:			ST: CO							
				PROPERTY/VE	HICLE SECT	ION				
Plate #	State	Type VIN		Year Make	Model	Colors	Style	Reason		<u> </u>
L	OSS									
## T	ype Qnt	Make, Model, St	yle	Description		Se	rial #	Value	Rec Date Re	c Value

Incident Narrative 06-0749

On 03/11/06 at about 6:45 PM, I, Officer Sean Zernickow, Breckenridge Police Department, was dispatched to 401 N. Ridge Street, on the report of a single car motor vehicle accident, which happened around 5:15 PM.

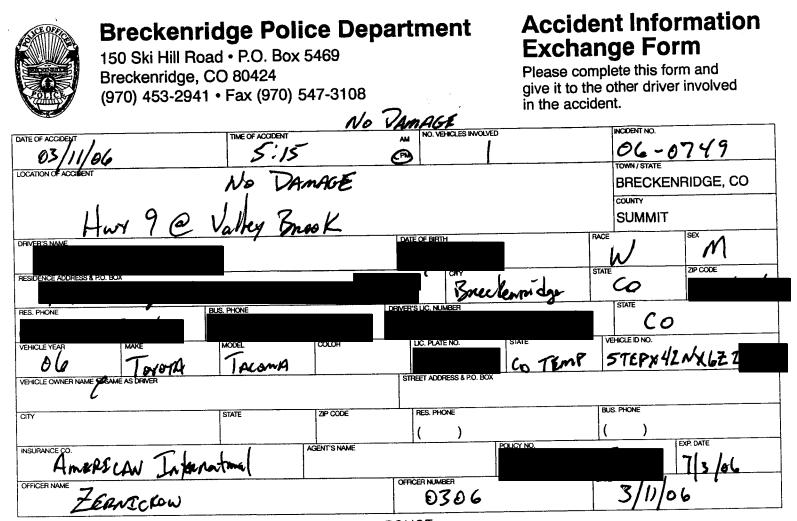
On arrival I spoke with He said about 5:15 he was driving north on Highway 9 just past Valley Brook, when he went to shift his truck from fourth to fifth gear. He said when he depressed his clutch his RPM's "shot" up. He started to release the clutch and began to fish tail to the right. He tried to correct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

There is no damage to **solution**'s vehicle. He said he had his truck, 2006 Toyota Tacoma, down in Denver today for this problem. He described the problem as the throttle sticking when he shifts from fourth to fifth gear. The dealership told him there was nothing they could to fix the problem so he drove the vehicle back.

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

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

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



POLICE

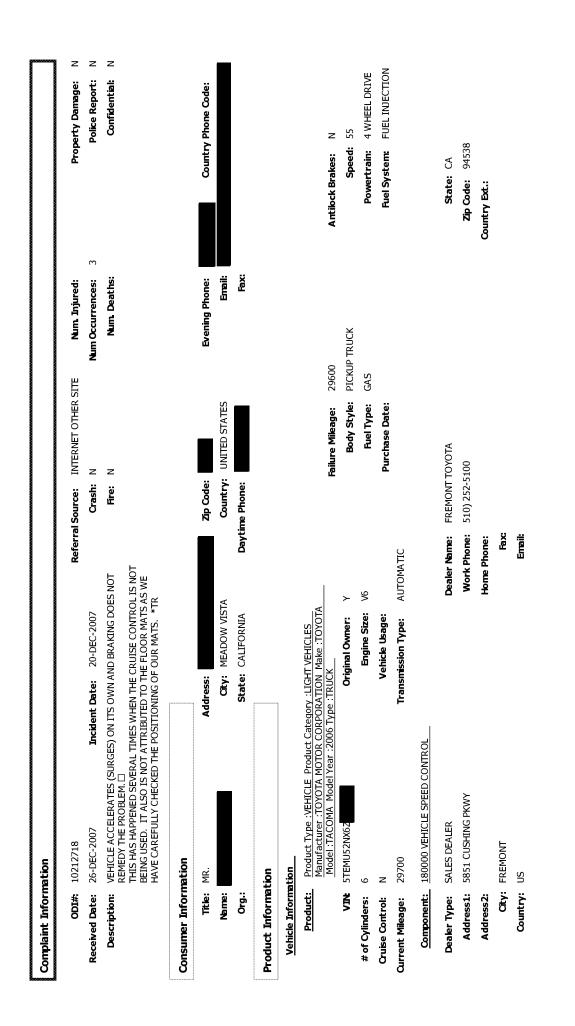
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Complaint Information	nation							
:#IOO	10214130		Referral Source:		INTERNET	Num Iniured: 0		Property Damage: N
Dereived Date:		Trockent Date: 05-14NI-2008						
Description:	EXPERIENCED TWC DIS WITHIN ABOUT URNED INTO A PUU SLICKED ROAD. WH SLICKED ROAD. WH SLICKED ROAD. WH SLICKED ROAD. WH SLICKED ROAD. WH SLICKED RENTILL MADU THE CAR STILL MADU STILL MADU THE CAR STILL MADU SLICKET DIS TRAVELED AR MONDAY, I TOOK T MONDAY, I TOOK T E TO FIND ANY DEF MONDAY, I TOOK T E TO FIND ANY DEF MONDAY, I TOOK T STILN MORE INFORMATION STILL MADU STILL MA	SECONTANEOUS AND UNCONTROLLED SPONTANEOUS AND UNCONTROLLED OUT TO ALLOW A FASTER CAR TO PASS OUT TO ALLOW A FASTER CAR TO PASS E TURNING BACK TOWARD THE HIGHW APPING ON MY BRAKE FEDAL, THE CAR AS FORCED TO STAND ON THE BRAKES : BECAUSE OF THE ANTT-SKID BRAKES : 13-4 FEET INTO THE TRAICK DO WARD A TUCK-UNDER GARAGE. THE OWAS ABOUT 30 FEET. EASING DOWN TO FEET WITH MY FOOT ON THE BRAGE AS NEEDED TO BACK DOWN AT 1-2 MPF SUDDENLY UNCHED BACKWARDS. AGA WHILE THE ENGINE REWED AND THE AVEL, DIGGING 3-4 INCHES DEEP INTO ANS ABLE TO TURN OFF THE ENGINE. T ANS ABLE TO TURN OFF THE ENGINE. THE SUDDENLY URCHED BACKWARDS. AGA WHILE THE ENGINE REWED AND THE AVEL, DIGGING 3-4 INCHES DEEP INTO ANS ABLE TO TURN OFF THE ENGINE. THEY SUDDENLY URN OFF THE ENGINE. THE SUIT SO WITH TOYOTA ON THE INCIDENTS AN ION FROM THE MANUFACTURER. *TR.	ED THE D PASS I GAR E CAR AKES AKES AKES AKES AKES AKE ABUT CK DOWN ME E BRAKE E BRAKE C MPH; NO E BRAKE 2 MPH; NO E BRAKE 2 MPH; NO E BUT SAID INE. THE THEY S AGIN, THEY THEY S AGIN, S AGAIN, S AGAINA			<u></u>		
Consumer Information	mation							
Títle:	MR.	Address:		Zip Code:		Evening Phone:	Counti	Country Phone Code:
Name:		City: Helena	Ŭ	Country:	UNITED STATES	Email:		
Org.:		State: MONTANA	Daytime Phone:	Phone:		Fax:		
Product Information	ition							
Vehicle Information	<u>ation</u>							
Product:	Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOY Model :TACOMA Model Year :2006 Type :TRUCK	Category :LIGHT VEHICLES CORPORATION Make :TOYOTA 06 Type :TRUCK	I	æ	Failure Mileage:	24500	Antilock Brakes:	~
λ ΞΛ	' in	Original Owner: N			Body Style:	PICKUP TRUCK	Speed:	ς Γ
# of Cylinders:	9	Engine Size: 4.	4.0 L			GAS	Powertrain:	4 WHEEL DRIVE
Cruise Control:	Y	Vehicle Usage:		-	Purchase Date:	10-MAY-2006	Fuel System:	FUEL INJECTION
Current Mileage:	24571	Transmission Type: Al	AUTOMATIC					
Component:	180000 VEHICLE SPEED CONTROL	1						
Dealer Type:	SALES DEALER		Dealer Name: Hi	HELENA MOTORS	TORS		State: MT	
Address1:	3365 HIGHWAY 12 EAST		Work Phone: 4(406-442-6310	10		Zip Code: 59601	1
Address2:			Home Phone:				Country Ext.:	

City: Helena Country: US

Fax: 406-449-4158 **Email:**

TOY-RQ-00029612



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	mation						
;#IOO	10212656		Referra	Referral Source:		Num. Injured: 1	Property Damage:
Received Date:	24-DEC-2007	Incident Date: 23-DEC-2007		Crash: Y		Num Occurrences: 2	Police Report:
Description:	I WAS DRIVING MY 2007 TOYOTA TACOMA DOWN A HILL AND WITHOUT MY FOOT ON THE ACCELERATOR THE VEHICLE ACCELERATED WITHOUT NOTICE I LOST CONTROL OF THE VEHICLE AND RAN INTO A CONCRETE BARRIER. THERE IS SUBSTANTIAL DAMAGE TO MY VEHICLE AND I WAS ALSO INJURED. IT HAPPENED ABOUT A MONTH AGO FOR THE FIRST TIME AND I DIDN'T THINK MUCH OF IT OR IT WAS NOTHING SERIOUS. *TR	TACOMA DOWN A HILL AND V VEHICLE ACCELERATED WITH E VEHICLE AND RAN INTO A C DAMAGE TO MY VEHICLE ANI UT A MONTH AGO FOR THE FI NR IT WAS NOTHING SERIOUS	VITHOUT MY HOUT CONCRETE DI WAS I IRST TIME + *TR	Hre: N		Num Deaths: 0	Confidential:
Consumer Information	mation						
Title:	MR.	Address:		Zip Code:	_	Evening Phone:	Country Phone Code:
Name:		City: CAMPBELL		Country: UNITED	UNITED STATES	Email:	
Org.:		State: OHIO	Dayti	Daytime Phone:		Fax:	
Product Information	ation						
Vehicle Information	ation						
Product:		Category :LIGHT VEHICLES :ORPORATION Make :TOYOT/	4				
	Model :TACOMA Model Year :2007 Type :TRUCK	07 Type :TRUCK		Failure Mileage:		5200	Antilock Brakes: Y
¥E∧	5TETX22N27Z	Original Owner:	۲	Bod	Body Style: F	PICKUP TRUCK	Speed: 35
# of Cylinders:	4	Engine Size:	2.8 LITERS	Fue	Fuel Type: (GAS	Powertrain: REAR WHEEL DRIVE
Cruise Control:	×	Vehicle Usage:		Purchas	Purchase Date: 2	29-AUG-2007	Fuel System: FUEL INJECTION
Current Mileage:	5200	Transmission Type:	AUTOMATIC				
Component:	180000 VEHICLE SPEED CONTROL	I					
Dealer Type:	SALES DEALER		Dealer Name:	TOYOTA OF WARREN	Z		State: OH
Address1:	3810 YOUNGSTOWN RD SE		Work Phone:	3305458095			Zip Code: 44484
Address2:			Home Phone:				Country Edt.:
City:	City: WARREN		Fax:				
Country: US	ns		Email:				

#IGO						
:#100	20021201		Kererrai Source:	INTERNET UTHER SLIE	Num mjurea: U	Property Damage:
Received Date:	23-DEC-2007	Incident Date: 23-DEC-2007	Crash:	¥	Num Occurrences: 1	Police Report:
Description:	RETURNING HOME FROM A SH BROUGHT THE VEHICLE TO A C ALL OF A SUDDEN WITHOUT W HIGH. I PUSHED DOWN HARD LURCHED FORWARD HARD LURCHED FORWARD HARD DAMAGE TO THE BUILDING ANI THE ENGINE. THE OEM FLOOR THE PEDAL. NO PERSONAL INJ	RETURNING HOME FROM A SHORT DRIVE OF ABOUT FOUR MILES, I BROUGHT THE VEHICLE TO A COMPLETE STOP IN FRONT OF THE GARAGE. BROUGHT THE VEHICLE TO A COMPLETE STOP IN FRONT OF THE GARAGE. HIGH. I PUSHED DOWN HAD NO THE BRAKE BUT THE VEHICLE STILL LURCHED FORWNAR THE GARAGE DOOR AND SIDE WALL CAUSING DAMAGE TO THE BUILDING AND VEHICLE. I SHUT OFF THE ENGINE TO KILL THE ENGINE. THE OEM FLOOR MATS WERE IN PLACE AND DID NOT AFFECT THE PEDAL. NO PERSONAL INURIES - JUST A VERY SHAKEN FAMILY. *TR	RTING .	z	Num Deaths: 0	Confidential:
Consumer Information	mation					
Title:	MR.	Address:	Zip Code:		Evening Phone:	Country Phone Code:
Name:		City: FPO AE	Country:	" UNITED STATES	Email:	
Org.:		State: ARMED FORCES EUROPE	Daytime Phone:		Fax:	
Product Information	ition					
Vehicle Information	ation					
Product:		Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Model :TACOMA Model Year :2007 Type :TRUCK		Failure Mileage:		Antilock Brakes: Y
λ Π Λ	<u>م</u> ا	Original Owner: Y			4-DOOR	Speed: 3
# of Cylinders:	9	Engine Size: 4000		Fuel Type: GAS	0	Powertrain: 4 WHEEL DRIVE
Cruise Control:	Y	Vehicle Usage:		Purchase Date: 27-	27-FEB-2007	Ruel System: FUEL INJECTION
Current Mileage:	8350	Transmission Type: AUTOMATIC	ATIC			
Component:	180000 VEHICLE SPEED CONTROL	101				
Dealer Type:	SALES DEALER	Dealer	Dealer Name: WOLFCH	WOLFCHASE TOYOTA		State: TN
Address1:		Work	Work Phone:			Zip Code:
Address2:		Home	Home Phone:			Country Ext.:
City:	City: BARTLETT		Fax:			
Country:	SI		Email:			

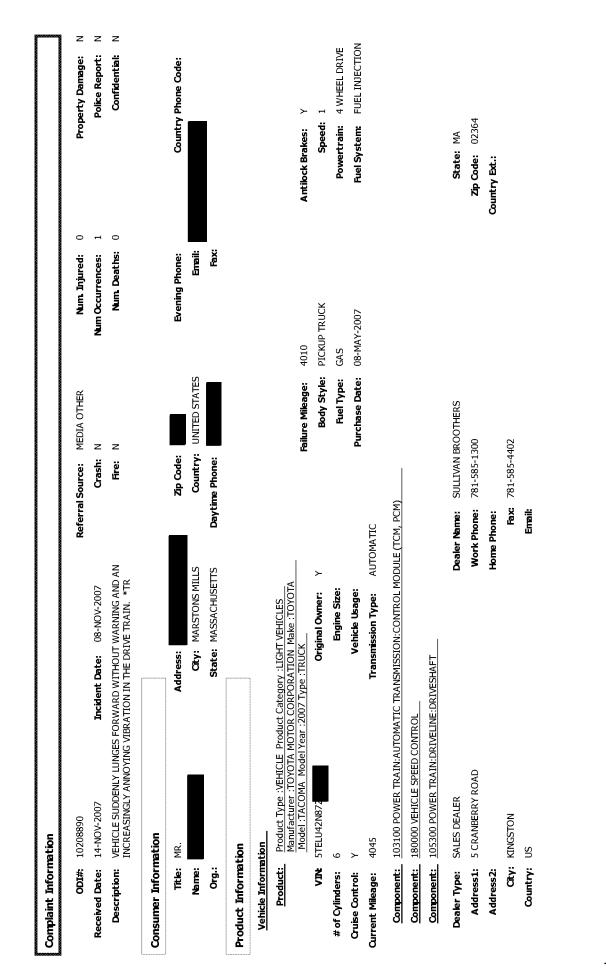
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Complaint Information	nation						
#IOO	10212294	Ľ	Referral Source:	NHTSA HOTLINE	Num Injured: 0	Property Damage:	→
Received Date:	19-DEC-2007	Incident Date: 18-DEC-2007	Crash:	×	Num Occurrences: 1	Police Report:	z
Description:	TL*THE CONTACT OWNS A 2007 TOYOTA TACOMA. WHILE DRIVING INTO THE GARAGE AND ATTEMPTING TO PARK WITH THE BRAKE PEDAL DEPRESSED, THE VEHICLE SURGED FORWARD AND STRUCK A TABLE AND A WALL. THE VEHICLE SUSTAINED MINOR DAMAGE. THERE WERE NO INURIES. THE DEALER WAS NOTIFIED AND THE CONTACT NO LONGER WANTS TO DRIVE THE VEHICLE. THE SPEED WAS UNKNOWN. THE CURRENT AND FAILURE MILEAGES WERE 6,400.	TA TACOMA. WHILE DRIVING INTO K WITH THE BRAKE PEDAL WARD AND STRUCK A TABLE AND A R DAMAGE. THERE WERE NO AND THE CONTACT NO LONGER PEED WAS UNKNOWN. THE CURREN	Чц.	z	Num Deaths: 0	Confidential:	z
Consumer Information	mation	[]					
Títle:	MR.	Address:	Zip Code:		Evening Phone:	Country Phone Code:	
Name:		City: CENTER CONWAY	Country:	UNITED STATES	Email:		
Org.:		State: NEW HAMPSHIRE	Daytime Phone:		Fax:		
Product Information	Ition	[
Vehicle Information	<u>ation</u>						
Product:	Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOY Model :TACOMA Model Year :2007 Type :TRUCK	Jory :LIGHT VEHICLES ORATION Make :TOYOTA De :TRUICK		ioneoliiki omiliei	0079	Antihot Bestaci V	
ΥΠΛ Λ	്ഗ	Original Owner: Y					
# of Cylinders:	6	Engine Size: 3.1			GAS	Powertrain: 4 WHFFI DRIVE	ŽE
Cruise Control:	~	Vehicle Usage: RECREATIONAL	ONAL		16-NOV-2006		NOI
Current Mileage:	6400	Transmission Type: AUTOMATIC	IC				
Component:	180000 VEHICLE SPEED CONTROL						
Dealer Type:	SALES DEALER	Dealer Name:	bine: Berling City	λIJ		State: NH	
Address1:		Work Phone:	hone:			Zip Code:	
Address2:		Home Phone:	ione:			Country Ext.:	
City:	City: Berlin		Fax:				
Country:	NS		Email:				

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Complaint Information	mation					
#IQO	10211100		Referral Source:	INTERNET OTHER SITE	Num Injured: 0	Property Damage: N
Received Date:	07-DEC-2007	Incident Date: 06-DEC-2007	Crash:	z	Num Occurrences: 50	Police Report: N
Description:	SEVERAL PROBLEMS WITH LURCHING, SUDDEN ACCELERATION, AND HIGH IDLE. WHEN STOPPED WITH FOOT SQUARELY ON THE BRAKE (AND ONLY THE BRAKE), THERE WILL BE A SUDDEN LURCH THAT IS OFTEN STRONG BROUGH TO OVERCOME THE BRAKE, INERNY CAUSING SEVERAL ACCIDENTS WITH THE CAR IN FRONT OF ME. ALWAYS SEEM TO BE PRESSING THE BRAKE THE RUCK ACCELEBATES ABOUT 100 RPM BEFORE EVEN TOUCHING THE ACCELERATION AND STAY STOPPED. WHEN I LET OTF THE BRAKE, THE TRUCK ACCELEBATES ABOUT 100 RPM BEFORE SIGNIFICANTLY. WHEN DECLERATION TO A STOP, HAVE HAD SEVERAL INSTANCES OF SUDDEN RPM AND ACCELEBATES ABOUT 100 RPM BEFORE EVEN TOUCHING THE ACCELERATING TO A STOP, HAVE HAD SEVERAL INSTANCES OF SUDDEN RPM AND ACCELERATION. THIS ALSO OCCURS WHEN GENTLY PULLING INTO MY GRAGE - THE ENGINE SUDDENLY LURCHES, AND HAS NEARLY CAUSED RE TO DAMAGE MY GARAGE. HAVE HAD SEVERAL INSTANCES WHERE BRAKING TO STOP, BUT THE ENGINE LURCHES GREATLY (SEVERAL HUNDRED RPM), I ALMOST CAN'T GET THE RUCK TO STOP, AND HAS NEARLY CAUSED SEVERAL ACCIDENTS. I HAVE BEEN FORTUNATE SO FAR, BUT AFRAID IT WONT LAST. ALL OF THIS IS WORSENED WHEN THE ACCOMPRESSOR IS RUNNING - THE IDLE RPM INCREASES ABOUT 300 RPM (WAY MORE THAN INCRESSANY), AND ALSO CONTRIBUTES TO WORSENING THE LURCH. SOMETIMES IT SEEMS THAT THE LURCHING OCCURS WHILE DOWN-SHIFTING DURING DECELERATION. THESE PROBLEMS HAPPEN TO ME REGULARLY - AND ALSO CONTRIBUTES TO WORSENING THE LURCH. SOMETIMES IT SEEMS THAT THE LURCHING OCCURS WHILE DOWN-SHIFTING DURING DECELERATION.	NG, SUDDEN ACCELERATION, AND HIG F SQUARELY ON THE BRAKE (AND ONL) DEN LURCH THAT IS OFTEN STRONG E., NEARLY CAUSING SEVERAL INT OF ME. ALWAYS SEEM TO BE OPT OF ME. ALWAYS SEEM TO BE ACCELERATES ABOUT 100 RPM BEFOR ACCELERATES ABOUT 100 RPM LANCE ACCELERATES ABOUT 100 RPM BEFOR ACCELERATES ABOUT 100 RPM BEFOR ACCELERATES ABOUT 100 RPM BEFOR ACCELERATES ABOUT 100 RPM BEFOR ACCELERATES ABOUT 100 RPM LANCE ACCELERATES ABOUT 100 RPM LANCE ACCELERATES ABOUT 100 RPM LANCE ACCELERATES ABOUT 100 RPM LANCE BRAKING TO A STOP, HAVE HAD SCORRE HAVE BRAKING TO STOP, BUT THE ENGINE DRED RPM), I ALMOST CAN'T GET THE CUSED SEVERAL ACCIDENTS. I HAV- RATION FULATION DALSO E LUNCHIGE THAN NECESSARY), AND ALSO E LURCH. SOMETIMES IT SEEMS THAT WORE THAN NECESSARY), AND ALSO E LURCH. SOMETIMES IT SEEMS THAT WORE THAN NECESSARY), AND ALSO E LURCH. SOMETIMES IT SEEMS THAT WORE THAN NECESSARY), AND ALSO E LURCH. SOMETIMES IT SEEMS THAT WORE THAN NECESSARY), AND ALSO E LURCH. SOMETIMES IT SEEMS THAT WORE THAN NECESSARY), AND ALSO E LURCH. SOMETIMES IT SEEMS THAT WORE THAN NECESSARY), AND ALSO E LURCH. SOMETIMES IT SEEMS THAT WORE THAN NECESSARY). AND ALSO E LURCH. SOMETIMES IT SEEMS THAT WORE THAN NECESSARY). AND ALSO E LURCH. SOMETIMES IT SEEMS THAT WORE THAN NECESSARY. AND ALSO REGULARY - AND ALWAYS OCCUR WH	HIGH HIGH NNLY NG WHEN RC RC RC RC RC RC RC RC RC RC RC RC RC	z	Num Deaths: 0	Confidential: N
Consumer Information	mation					
Title:	: MR.	Address:	Zip Code:		Evening Phone:	Country Phone Code:
Name:		City: FISHERS	Country:	UNITED STATES	Email:	
Org.:		State: INDIANA	Daytime Phone:		Fax:	
Product Information	ation					
Vehicle Information	ration					
Product:	 Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Model :TACOMA Model Year :2006 Type :TRUCK 	Category :LIGHT VEHICLES :ORPORATION Make :TOYOTA 16 Type :TRUCK		Failure Mikage: 17000	00	Antilock Brakes: Y
NIT N		Original Owner: Y		Body Style: 4-D	4-DOOR	Speed: 0
# of Cylinders:	9	Engine Size: 4.0 L	_	Fuel Type: GAS		Powertrain: REAR WHEEL DRIVE
Cruise Control:	٢	Vehicle Usage:			15-APR-2006	Fuel System: FUEL INJECTION
Current Mileage:	17000	Transmission Type: AU	AUTOMATIC			
<u>Component:</u>	180000 VEHICLE SPEED CONTROL	I				
Dealer Type:	SALES DEALER	đ	Dealer Name: Butler Toyota	γοτα		State: IN
Address1:		-	Work Phone:			Zip Code:
Address2:		I	Home Phone:			Country Ed.:
	City: INDIANAPOLIS		Fax:			
I			I			

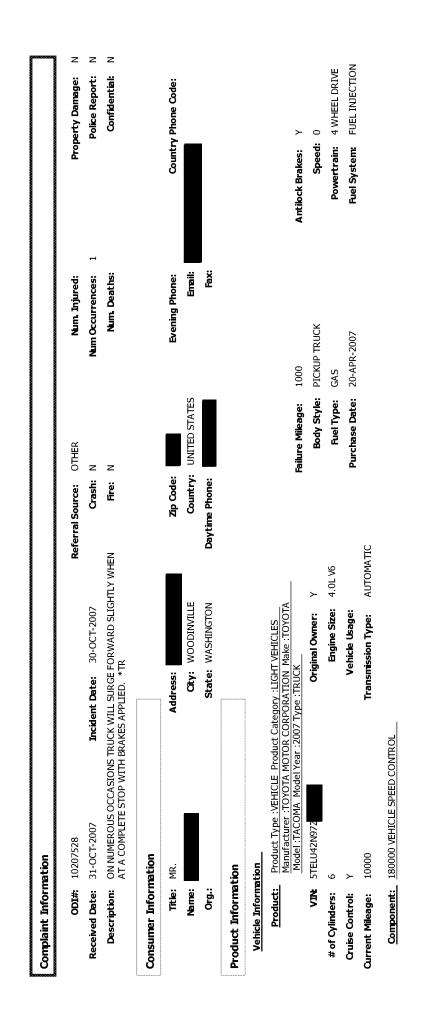




ODI#: Received Date:						
Received Date:	10208868	Ľ	Referral Source:	INTERNET	Num Injured: (0 Property Damage:
	13-NOV-2007 Incident	Incident Date: 10-NOV-2007	Crash:	z	Num Occurrences: (6 Police Report:
Description:	I WAS DRIVING DOWNHILL ON A CURVEY ROAD WHEN I BEGAN TO BRAKE THE ENGINE SURGED I APPLIED THE BRAKES AND THE TRUCK SLOWED. APPROXIMATELY 5 MILES LATER I WAS APPROACHING A STOP SIGN AT A USUALLY VERY BUSY INTERSECTION (ROUTE 2 IN MASSACHUSETTS) I APPLIED THE BRAKES AND THE ENGINE SURGED BEFORE I COULD STOP THE TRUCK I WAS 10 FEET BEYOND THE STOP SIGN IN THE INTERSECTION. FORTUMATELY, NO CARS WERE COMING OTHERWISE WE WOULD HAVE BEEN HIT IN THE SIDE DOORS. THIS PROBLEM HAS BEEN OCCURRING INTERMITTENTLY SINCE I PURCHASED THE VEHICLE IN JUNE BUT I HAD MADE EXCUSES AND IT WAS NEVER RTO THE EXTENT THAT OCCURRED THIS PAST WEEK. *TR	Y ROAD WHEN I BEGAN TO BRAKE KES AND THE TRUCK SLOWED. APPROACHING A STOP SIGN AT A BUTE 2 IN MASSACHUSETTS) 1 BURGED BEFORE I COULD STOP THE SURGED BEFORE I COULD AVE BEE P SIGN IN THE INTERSECTION. 3 OTHERWISE WE WOULD HAVE BEE 1 HAS BEEN OCCURRING THE EXTENT THAT OCCURRED THIS 0 THE EXTENT THAT OCCURRED THIS	Hre:	z	Num Deaths: (Omfidential:
Consumer Information	mation					
Title:		Address:	Zip Code:		Evening Phone:	Country Phone Code:
Name:		City: WEST ROXBURY	Country:	I UNITED STATES	Email:	
Org.:		State: MASSACHUSETTS	Daytime Phone:		Fax:	
Product Information	tion	[]				
<u>Vehicle Information</u>	ation					
Product:	 Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOY Model :TACOMA Model Year :2007 Type :TRUCK 	ory :LIGHT VEHICLES DRATION Make :TOYOTA be :TRUCK		Failure Mileare:		Antilock Brakes: V
Ϊ.	· .	Original Owner: V				4
# of Cylinders		ine Size.		Body Style:		
	D			Fuel Type:	GAS	Powertrain: 4 WHEEL DRIVE
Cruise Control:	z	Vehicle Usage:		Purchase Date:	31-MAY-2007	Ruel System: FUEL INJECTION
Current Mileage:	8800	Transmission Type: AUTOMATIC	IC			
Component:	180000 VEHICLE SPEED CONTROL					
Dealer Type:	SALES DEALER	Dealer Name:	bme: Clair toyta	YTA		State: MA
Address1:		Work Phone:	hone:			Zip Code:
Address2:		Home Phone:	hone:			Country Ed.:
City:	City: WEST ROXBURY		Fax:			
Country: US	NS		Email:			

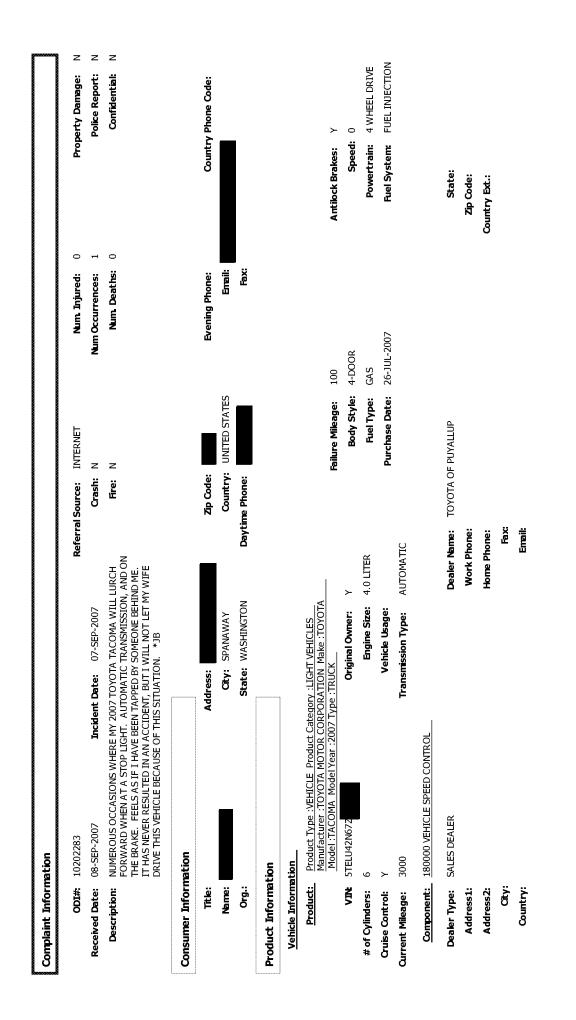
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Complaint Information	tation					
#IQO	10208120	æ	Referral Source:	NHTSA HOTLINE	Num Injured: 0	Property Damage: N
Received Date:	07-NOV-2007 Incident Date:	05-NOV-2007	Crash:	z	Num Occurrences: 1	Police Report: N
Description:	TL*THE CONTACT OWNS A 2007 TOYOTA TACOMA. WHILE STOPPED AT A RED LIGHT WITH THE BRAKE PEDAL DEPRESSED, THE ENGINE REVVED AND THE VEHICLE ACCELERATED INTO ONCOMING TRAFFIC. THE CONTACT WAS FINALLY ABLE TO STOP THE VEHICLE BY SHIFTING FROM DRIVE INTO NEUTRAL. HE THEN DROVE DIRECTLY TO THE DEALER AND TWO DIFFERENT SERVICE REPRESENTATIVES STATED THAT THEY NEVER HEARD OF SUCH A THING. THE FAILURE WAS UNABLE TO BE DUPLICATED. THE VEHICLE HAS REMAINED PARKED BECAUSE THE CONTACT BELIEVES THE VEHICLE IS UNSAFE TO DRIVE. THE VID, BOTACT BELIEVES THE VEHICLE IS THE CURRENT MILEAGE WAS 6,567 AND FAILURE MAS 6,525.	A. WHILE STOPPED AT A THE ENGINE REVVED AND AFFIC. THE CONTACT FTING FROM DRIVE INTO TER AND TWO DIFFERENT RERE HEARD OF SUCH A ATED. THE VEHICLE HAS EVES THE VEHICLE IS SUES THE VEHICLE	Ë	z	Num Deaths: 0	Confidential: N
Consumer Information	mation					
Title:	MR. Address:		Zip Code:		Evening Phone:	Country Phone Code:
Name:	City:	GOODLETTSVILLE	Country:	: UNITED STATES	Email:	
Org.:		State: TENNESSEE	Daytime Phone:		Fax:	
Product Information Vehicle Information	ation					
Product:	Product Type :VEHICLE Product Category :LIGHT VEHICLES	L VEHICLES				
		Make :TOYOTA		Failure Mileage:	6525	Antilock Brakes: Y
No.	Ori	Original Owner: Y		Body Style:	PICKUP TRUCK	Speed:
# of Cylinders:	6	Engine Size:		Fuel Type:	GAS	Powertrain: REAR WHEEL DRIVE
Cruise Control:	×	Vehicle Usage: RECREATIONAL	ONAL	Purchase Date:	09-FEB-2007	Fuel System: FUEL INJECTION
Current Mileage:	6567 Transmission	ission Type: AUTOMATIC	C			
Component:	180000 VEHICLE SPEED CONTROL					
Dealer Type:	SALES DEALER	Dealer Name:	ame: Merietta toyota	тоуота		State:
Address1:		Work Phone:	ione:			Zip Code:
Address2:		Home Phone:	one:			Country Ext.:
City:			Fax:			
Country:		Ш	Email:			



ODI#: 10202727 Received Date: 11-SEP-2007 Description: EXPERIENCIT						
		Referral Source: INTERNET OTHER	NTERNET OTHER	Num. Injured:	a 0	Property Damage:
	7 Incident Date: 01-MAY-2007	Crash: N	_	Num Occurrences:	50	Police Report:
STOPPED: 5 ENOUGH TH: MORE SO TH SAFETY CON MOVES FORI	EXPERIENCING A "LURCHING" PROBLEM WHEN APPLYING THE BRAKES, AND COMING TO A STOP. AT TIMES, THE LURCH OCCURS WHLLE THE VEHICLE IS STOPPED. SOMETIMES THE EXPERIENCE IS SUDDEN AND FORCEFUL ENOUGH THAT IT ALMOST FEELS LIKE ANOTHER CAR HAS BUMPED INTO ME. THIS COMPELS ME TO KEEP MY FOOT ON THE RAAKE FORCEFULLY, MORE SO THAN IS NORMALLY NECESSARY IN OTHER VEHICLES. THIS IS A SAFETY CONCERN, AS WITHOUT ADEQUATE BRAKE PRESSURE THE VEHICLE MOVES FORWARD. *TR	VEHICLE IS VEHICLE IS ULLY, HILLY, HIS IS A RE VEHICLE	_	Num Deaths:	0	Confidential:
Consumer Information						
Title: MR.	Address:	Zp Code:		Evening Phone:	Court	Country Phone Code:
Name:	City: RIDGECREST	Country:	UNITED STATES	Email:		
Org.:	State: CALIFORNIA	Daytime Phone:		Гах:		
Product Information						
Vehicle Information						
Product: Product Tyl Manufactur	Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA					
Model :TA	Model :TACOMA Model Year :2006 Type :TRUCK	R	Failure Mileage:		Antilock Brakes:	× .
VIN 3TMLU42N66M	6M Original Owner:	Z	Body Style:	4-DOOR	Speed:	0 :P
# of Cylinders: 6	Engine Size:		Fuel Type:	GAS	Powertrain:	n: 4 WHEEL DRIVE
Cruise Control: Y	Vehicle Usage:	-	Purchase Date:		Fuel System:	RE FUEL INJECTION
Current Mileage: 18000	Transmission Type:	AUTOMATIC				
Component: 180000 VEHICLE SPEED CONTROL	IICLE SPEED CONTROL					

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Mericked Date: 0.9:58:P:007 Description: Costs: Y Municked Description: Oright: A restance of spreasurements framit restance and r	o	0DI#: 10	10201655		Referral Source:	ACQUAINTANCE	Num Injured: 1	Property Damage:	mage:
A FERCIONAL TEREFLATER IDECRESTING A NEW 2007 ATTROMAL TEREFLATER IDECRESTING IN CACASH: FEST and the structure interaction of the method in the interaction of the	Received D		1-SEP-2007		Crash:	۲	Num Occurrences: 5	Police Report:	eport:
Address: Address: Zip Code: Zip Code: Zip Code: Image: Cip	Descrip		VER A PERIOD OF SEVERV OYOTA TACOMA, I EXPER OYOTA TACOMA, I EXPER ACIDENT: STEDERDAT PR(WCIDENT: STEDERDAT PR(WCIDENT: STEDENT PRO HE TRUCK LUNGED FORW HEY COULD NOT FIND ANY HEY COULD NOT FIND ANY HEY COULD NOT FIND ANY AS STATTON ON THE APOSS HARE AN HERE LATEL ADOSS HARE AN HERE LATEL ADOS HARE AN HOLE TO A HIGH F OUNS OVER TO ATICH AN MERICA, AGAIN ONLY TO HE FOURTH INCIDENT OG HARE TO AN HIGH F UICKUY. FINALLY THE FIF ASHVILLE NHERE IT WAS NOTHE LEFT AND STRLING HALE AND STRLING ANER TO ASHVILLE AN HERE IT WAS AN THE LEFT AND STRLING AN HILLE IN THE SHOULDER L ONING OVER TO THE RIGA HELET AND STRLING STRLING HELES ACCELERATED TO MERICA, AGAIN ONLY TO HELET AND STRLING AN THE FIF ADOUNG OVER TO THE RIGA HELET AND STRLING AN THE FIF ADDUNG OVER TO THE RIGA HELET AND STRLING AN THE FIF ADDUNG OVER TO THE RIGA HELET AND STRLING AND STRLING ADDUNG OVER TO THE RIGA HELES ACCELERATED TO A STOP IN A DITCH ON HE HOSPITAL. *JB	AL MONTHS AFTER PURCHASING A NEW 2007 REIENCED FIVE INCIDENTS OF CIRAFETC LIGHT WITH MY FOOT ON THE BRAI (TRAFETC LIGHT WITH MY FOOT ON THE BRAI (ARAD A FEW FEET. THE DEALERSHIP TOLD MI WARD A FEW FEET. THE DEALERSHIP TOLD MY INNING OUT OF CONTROL. I PRESSED ON THE STOACHING THE BOTTOM OF A HILLY SHARP T SLOW DOWN. AGAIN THE REAR WHEELS RATE OF SPEED. I COULD NOT STOP THE TRI A VAN IN FRONT OF ME BOTTOM OF A HILLY SHARP SLOW DOWN. AGAIN THE REAR WHEELS AND A COLLISTON. IT TOOK ABOUT A COULD TO KEELERSHIP SAID, "WE CAN WOUT A COLLISTON. IT TOOK ABOUT A A VAN IN FRONT OF ME SOI TOON TA O DE TOLD THAT TOYOTA COULD DO NOTTHING CCURRED ON AN ENTRANCE RAMP TO A WE CAN DUPLICATE IT". I CALLED TOYOTA O DE TOLD THAT TOYOTA COULD DO NOTTHING CCURRED ON AN ENTRANCE RAMP TO A BRAKES TO SLOW DOWN. THE VEHICLE RATE OF SPEED. I GOT IT UNDER CONTROL FITH AND FINAL INCIDENT. COMING OUT OF SRAINING LESS AND THE PAYEMENT WAS W LANE, A VEHICLE IN THE LEFT LANE STARTED BRAKES TO SLOW DOWN. THE VEHICLE RATE OF SPEED. I GOT TIR UNDER CONTROL FITH AND FINAL INCIDENT. CONTING OUT OF SRAINING LESS AND THE PAYEMENT WAS W LANE, A VEHICLE IN THE LEFT LANE STARTED BRAKES TO SLOW DOWN. THE VEHICLE RATE OF SPEED LIGOT TO THE NORTHBOU DING SIDEWAYS THEN THE RUCK BEUN AND ND ELERATING ON ITS OWN, DROVE INTO THE DING SIDEWAYS THEN THE RUCK BEUN TO SITUCK A RUT CAUSING IT TO GO ANIBONE ROOF. IT ROLLED SEVERAL MORE TIMES CON I THE DRIVERS DOOR. I WAS TRANSPORTED'		z	Num Deaths: 0	Onfid	Confidential:
Address: Address: Zp Code: Zp Code: <thzp code:<="" th=""> Zp Code: <thz< td=""><td>Consumer li</td><td>Informat</td><td>tion</td><td></td><td></td><td></td><td></td><td></td><td></td></thz<></thzp>	Consumer li	Informat	tion						
City: DOVER Country: NUTED STATES State: TENNESSE Daytine Phone: IUNIED STATES State: TENNESSE Daytine Phone: IUNIED STATES State: TENNESSE Daytine Phone: IUNIED STATES State: TENNESSE Daytine Phone: IENE State: TENNESSE IENE IENE State: TENNES A IENE State: TOTITE TENNE IENE IENE State: TOTITE TOTITE IENE IENE State: State: 4.0 LITRE IENE IENE State: State: 4.0 LITRE IENE State: State: 4.0 LITRE IENE	-		R.	Address:	Zip Code:		Evening Phone:	Country Phone Code:	Code:
Image: State: TeNNESSE Daytime Phone: Image: State: TeNNESSE Image: TeNNESSE Daytime Phone: Image: TeNNESSE Image: TeNNESSE Daytime Phone: Image: TeNNESSE Image: TeNNESSE Satistical State: Image: TeNNESSE Image: TeNNESSE Additional Owner: Y Image: TeNNESSE A.0 LTRE Fuel Type: Image: TeNNESSE A.0 LTRE Fuel Type: Image: TeNNESSE A.0 LTRE Fuel Type:	Ž	ame:		City: DOVER	Country		Email:		
Induct Type : VEHICLE Product Category :LIGHT VEHICLES oduct Type : VEHICLE Product Category :LIGHT VEHICLES Indfacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Indfacturer :TOYOTA MOTOR CORPORATION Make : TOYOTA Indfacturer :TOYOTA Indfacturer :TOYOTA Indfacturer : TOYOTA Indf	*	Org.:		State: TENNESSEE	Daytime Phone:		Fax:		
Imation Imation Product Type :VEHICLE Product Category :LIGHT VEHICLES Imanufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Failure Mileage: Model :TACOMA Model Year :2007 Type :TRUCK Failure Mileage: Imation Original Owner: Y Body Style: F Engine Size: 4.0 LITRE Fuel Type: Y Vehicle Usage: Purchase Date:	Product Infi	formatio	u						
Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Failure Mileage: Model :TACOMA Model Year :2007 Type :TRUCK Failure Mileage: t STELU42N672 Original Owner: Y Body Style: 6 Engine Size: 4.0 LITRE Fuel Type: Y Vehicle Usage: Purchase Date:	<u>Vehicle In</u>	<u>nformatic</u>	ы						
E 5TELU42N672 Original Owner: Y Body Style: 6 Engine Size: 4.0 LITRE Fuel Type: 7 Vehicle Usage: Purchase Date:	Proc		Product Type :VEHICLE P Manufacturer :TOYOTA M Model :TACOMA Model Y	Product Category :LIGHT VEHICLES 400TOR CORPORATION Make :TOYOTA Kear :2007 Type :TRUCK		Ealitro Milano.		Antiboth Brakos: V	
6 Engine Size: 4.0 LITRE Fuel Type: Y Vehicle Usage: Purchase Date:		S	TELU42N67Z	wner:		Body Style:	PTCKUP TRUCK	÷	
Y Vehicle Usage: Purchase Date:	# of Cylind				ITRE	Fuel Type:	GAS		EL DRIV
	Cruise Cont	trol: Y		Vehicle Usage:		Purchase Date:	31-OCT-2006	Fuel System: FUEL INJECTION	UECTIO

16200
Current Mileage:

Transmission Type: AUTOMATIC

180000 VEHICLE SPEED CONTROL
Component:

Dealer Type: SALES DEALER

Address1: 2420 EAST WOOD ST.

Address2:

City: PARIS

Country: US

Work Phone: 731/642-3900 Home Phone: Fax: UNK Email: UNK

Dealer Name: PEPPERS TOYOTA

State: TN Zip Code: 38242 Country Ext.:

<u>Detail</u>
<u>nplaint I</u>
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Complaint Information	nation					
;HOO	10201595		Referral Source:	NHTSA HOTLINE	Num Injured: 0	Property Damage: N
Received Date:	31-AUG-2007	Incident Date: 22-AUG-2007	Crash:	z	Num Occurrences: 2	Police Report: N
Description:	TL*THE CONTACT OWNS A 2006 TOYOTA TACOMA. WHILE DRIVING 30 MPH, THE VEHICLE ACCELERATED UNCONTROLLABLY TO 95 MPH. THE DEALER STATED THAT A TOYOTA ENGINEER NEEDED TO REPAIR THE VEHICLE, HOWEVER, ONE WOULD NOT BE AVAILABLE UNTIL SEPTEMBER 24, 2007. THE DEALER INFORMED THE CONTACT THAT HE COULD DRIVE THE VEHICLE IN THE INTERIM. THE VIN AND ENGINE SIZE WERE UNKNOWN. THE CURRENT AND FAILURE MILEAGES WERE 17,000.	TA TACOMA. WHILE DRIVING OLLABLY TO 95 MPH. THE DEA EDED TO REPAIR THE VEHICLE ABLE UNTIL SEPTEMBER 24, 20 T HE COULD DRIVE THE VEHICL ZE WERE UNKNOWN. THE CUF	30 MPH, Hre: LER 07. THE LE IN RENT	z	Num. Deaths: 0	Confidential: N
Consumer Information	nation	[
Title:		Address:	Zip Code:		Evening Phone:	Country Phone Code:
Name:		City: PORTLAND	Country:	<pre>/: UNITED STATES</pre>	Email:	
Org.:		State: OREGON	Daytime Phone:	Ü	Fax:	
Product Information	tion					
Vehicle Information	ation					
Product:	Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA	Jory :LIGHT VEHICLES ORATION Make :TOYOTA		:		
	MODEL : LACUMA MODEL TEAL : 2000 1	:		Failure Mileage:	17000	Antilock Brakes: N
		Original Owner: Y		Body Style:	PICKUP TRUCK	Speed: 30
# of Cylinders:	6	Engine Size:		Fuel Type:	GAS	Powertrain: 4 WHEEL DRIVE
Cruise Control:	Z	Vehicle Usage: RE(RECREATIONAL	Purchase Date:	01-JUL-2006	Fuel System: FUEL INJECTION
Current Mileage:	17000	Transmission Type: AUT	AUTOMATIC			
Component:	180000 VEHICLE SPEED CONTROL					
Dealer Type:	SALES DEALER	ă	Dealer Name: BROADW	ВКОАДWAY ТОҮОТА		State:
Address1:		A	Work Phone:			Zip Code:
Address2:		Ť	Home Phone:			Country Ext.:
City:			Fax:			
Country:			Email:			

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Complaint Information	ation					
;#IOO	10199820	Rei	Referral Source: OTHER	ŧR	Num Injured: 0	Property Damage: N
Received Date:	16-AUG-2007 Incident Date:	Date: 22-JUL-2007	Crash: N		Num Occurrences: 1	Police Report: N
Description:	I WAS DRIVING MY NEW 2007 TOYOTA TACOMA ON THE HIGHWAY. I WENT TO ACCELERATE TO PASS ANOTHER VEHICLE WHEN MY TRUCK SUDDENLY WENT COMPLETELY OUT OF CONTROL(AS IF THE CRUISE CONTROL HAD TAKEN OVER) THE GAS PEDAL *PUSHED TISELF* TO THE FLOOR. THE TRUCK WAS ACCELERATING AS FAST AS IT COULD GO, RPM PAST 7000(COMPLETELY RED LINING). I APPLIED THE BRAKE WHICH PID NOTHING, TRUCK JUST KEPT ACCELERATING TO TOP SPEEDS. I HAD BOTH FEET ON THE BRAKE WITH ALL MY STRENGTH TO KEEP FROM CRASHING INTO OTHER CARS ON THE HIGHWAY. COUNTERBALANCING TT AT ABOUT 60-70 MPH(WHILE THE BRAKE WT FOOT OFF. JT KEPT ACCELERATING FASTER TRYING TO GO 120 MPH. SOMEHOW RIDING THE BRAKE DOWN LANE. STILL NOT ABLE TO SOMEHOW RIDING THE BRAKE DOWN LANE. STILL NOT ABLE TO SOMEHOW RIDING THE BRAKE DOWN LANE. STILL NOT ABLE TO SOMEHOW RIDING THE BRAKE DOWN LANE. STILL NOT ABLE TO SOMEHOW RIDING THE BRAKE DOWN LANE. STILL NOT ABLE TO SOMEHOW RIDING THE BRAKE DOWN LANE. STILL NOT ABLE TO SOMEHOW RIDING THE BRAKE DOWN LANE. STILL NOT ABLE TO SOMEHOW RIDING THE BRAKE DOWN LANE. STILL NOT ABLE TO SOMEHOW RIDING THE BRAKE DOWN LANE. STILL NOT ABLE TO SOMEHOW RIDING THE BRAKE DOWN LANE. STILL NOT ABLE TO SOMEHOW RIDING THE BRAKE DOWN LANE. STILL NOT ABLE TO SOMEHOW RIDING THE BRAKE DOWN LANE. STILL NOT ABLE TO SOMEHOW RIDING THE BRAKE DOWN LANE. STILL NOT ABLE TO SOMEHOW RIDING THE BRAKE DOWN LANE. STILL NOT ABLE TO SOMEHOW RIDING THE BRAKE DOWN LANE. STILL NOT ABLE TO SOMEHOW RIDING THE BRAKE DOWN LANE. STILL NOT ABLE TO SOMEHOW RIDING THE BRAKE DOWN LANE. STILL NOT ABLE TO SOMEHOW RIDING THE BRAKE DOWN LANE. STILL NOT ABLE TO SOMEHOW RIDING THE BRAKE DOWN LANE. STILL NOT ABLE TO SOMEHOW RIDING THE REAL TO SOME AND THE VEHICLE SEEMED OK SO I DROVE HOME VERY CAUTTOUCK THE PEDAL THE VEHICLE SEEMED OK SO I DROVE HOME VERY CAUTTOUCK THE PEDAL TO PROKED TTELE ACCELERATING TO TOP SPEED AND TOP RPM'S. THIS TIME I IMMEDIATELY THEY SAID ONTHING IS WONG WITH IT, AFTER A MONTH OF FIGHTING THEY SAID NOTHING IS WONG WITH IT, AFTER AND THE VEHICLE OFF, UNSTUCK THE PEDAL AN	ACOMA ON THE HIGHWAY. I WENT ICLE WHEN MY TRUCK SUDDENLY S IF THE CRUISE CONTROL HAD TSELF* TO THE FLOOR. THE TRUCK UD GO, RPM PAST Z000(COMPLETELY CONTHING, TRUCK JUST KEPT OTH FEET ON THE BRAKE WITH ALL INTO OTHER CARS ON THE BRAKE BUT THE SECOND I TOOK ASTEL RYTING TO GO 120 MPH. AST I COULD I WEAVING IN AND DOWN LANE. STILL NOT ABLE TO WHICH STOPED JT, BUT THE GAS ENGINE WAS STILL DOING THE SAME WAS ACTUALLY STUCK SO I HITI T PEDAL THE VEHICLE SEEMED OK HEN I AS ALMOST HOME I UNICE AND IT DID THE SAME WAS STILL DOING THE SAME WAS STILL DOING THE SAME WAS ACTUALLY STUCK SO I HITI TP PEDAL THE VEHICLE SEEMED OK HEN I AS ALMOST HOME I UNICE AND IT DID THE SAME THING AND FLOORED ITSELF.	Z		Num Deaths: 0	Confidential: ≺
Consumer Information	nation					
Title:	MS. Ad	Address:	Zp Code:		Evening Phone: SAME	Country Phone Code:
Name:		City: WAGENER	Country: U	UNITED STATES	Email:	
Org.:		State: SOUTH CAROLINA	Daytime Phone:		Fax:	
Product Information	tion					
<u>Vehicle Information</u>	ation					
Product:	Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Model :TACOMA Model Year :2007 Type :TRUCK	ry :LIGHT VEHICLES RATION Make :TOYOTA e :TRUCK	Faik	Failure Mileage:	5700	Antilock Brakes:
NIN NIN	3TMJU62N97M	Original Owner: Y		Body Style:	PICKUP TRUCK	Speed: 65
# of Cylinders:	9	Engine Size:		Fuel Type:	GAS	Powertrain:
Cruise Control:	۲ 			Purchase Date:	30-APR-2007	Fuel System: FUEL INJECTION
Current Mileage:		Transmission Type: AUTOMATIC				
Component:	180000 VEHICLE SPEED CONTROL					
Dealer Type:	SALES DEALER	Dealer Name:	me: Toyota of Augusta	JGUSTA		State: GA

Address1: 3069 WASHINGTON RD

Address2:

City: AUGUSTA **Country:** US

Work Phone: 706 868 5454 Fax: Email: Home Phone:

Zip Code: 30907

Country Ext.:

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;#IQO	10198196		Referral Source:	INTERNET CHAT ROOM	M Num Injured:	0	Property Damage:
Received Date:	01-AUG-2007	Incident Date: 10-MAR-2007	Crash:	z	Num Occurrences:	100	Police Report:
Description:	TRUCK "SURGES" FORWARD WHE EXHIBITS VIBRATION IN THE DRT THIS IS CONSTANT AND RECURR 2007 TOYOTA TACOMA DOUBLE (TRUCK "SURGES" FORWARD WHEN AT A COMPLETE STOP. TRUCK ALSO EXHIBITS VIBRATION IN THE DRIVETRAIN AT LOW SPEEDS/ LOW RPMS THIS IS CONSTANT AND RECURRING SINCE I BOUGHT MY VEHICLE. 2007 TOYOTA TACOMA DOUBLE CAB. *JB	Яre:	z	Num Deaths:	0	Confidential:
Consumer Information	mation						
Title:		Address:	Zip Code:		Evening Phone:		Country Phone Code:
Name:		City: GREENVILLE	Country:	UNITED STATES	Email:		
Org.:		State: SOUTH CAROLINA	Daytime Phone:		Fax:		
Product Information	ition						
Vehicle Information	ation						
Product:	Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA	Category :LIGHT VEHICLES CORPORATION Make :TOYOTA					
		I		Failure Mileage: 300	00	A	Antilock Brakes: Y
ži >	3TMLU42N37M	Original Owner: Y		Body Style: PI	PICKUP TRUCK		Speed:
# of Cylinders:	6	Engine Size: 4.0 LITER	ER	Fuel Type: G/	GAS		Powertrain: 4 WHEEL DRIVE
Cruise Control:	Y	Vehicle Usage:			05-MAR-2007		Fuel System: FUEL INJECTION
Current Mileage:	7221	Transmission Type: AUTOMATIC	IATIC				
Component:	105000 POWER TRAIN: DRIVELINE						
Component:	180000 VEHICLE SPEED CONTROL						
Dealer Type:	SALES DEALER	Deale	Dealer Name: TOYOTA O	TOYOTA OF GREENVILL			State:
Address1:		Worl	Work Phone:				Zip Code:
Address2:		Home	Home Phone:			Cour	Country Ext.:
Cîty:			Fax:				
Country:			Email:				

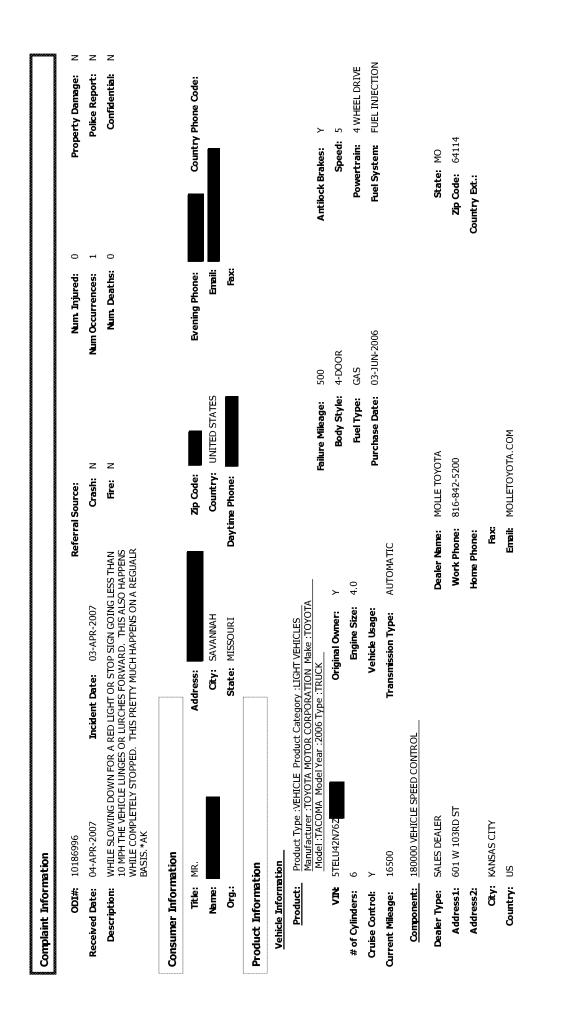
Detail
Complaint

WII#	10197535		Referral Source:	Ce: NHTSA HOTLINE	Num Injured: 0	Property Damage:
Received Date:	26-JUL-2007	Incident Date: 14-JUL-2007	Cra	Crash: Y	Num Occurrences: 1	Police Report:
Description:	TL*THE CONTACT OWNS A 2007 TO THE CONTACT DEPRESSED THE BRA FORWARD. THE VEHICLE CRASHED UNABLE TO DUPLICATE THE FAILUR AND FAILURE MILEAGE WAS 2,000.	TL*THE CONTACT OWNS A 2007 TOYOTA TACOMA. WHILE DRIVING 4 MPH, THE CONTACT DEPRESSED THE BRAKE PEDAL, BUT THE VEHICLE SURGED FORWARD. THE VEHICLE CRASHED INTO A GATE. THE DEALER WAS UNABLE TO DUPLICATE THE FAILURE. THE CURRENT MILEAGE WAS 2,407 AND FAILURE MILEAGE WAS 2,000.	Ť	Fre: N	Num Deaths: 0	Confidential:
Consumer Information	nation					
Title:		Address:	Zip Code:	bde:	Evening Phone:	Country Phone Code:
Name:		City: WASHINGTON	Coul	Country: UNITED STATES	Email:	
Org.:		State: PENNSYLVANIA	Daytime Phone:	one:	Fax:	
	Product Type :VEHICLE Product Category :LIGHT Manufacturer :TOYOTA MOTOR CORPORATION N Model :TACOMA Model Year :2007 Type :TRUCK	Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Model :TACOMA Model Year :2007 Type :TRUCK	I	Failure Mileage:	2000	Antilock Brakes: Y
	<u> </u>			0		
				Body Style:	PICKUP TRUCK	Speed: 4
# of Cylinders:	9	Engine Size: 4.	4.0	Fuel Type:	GAS	Powertrain: 4 WHEEL DRIVE
Cruise Control:	٢	Vehicle Usage: RI	RECREATIONAL	Purchase Date:	23-MAY-2007	Fuel System: FUEL INJECTION
Current Mileage:	2407	Transmission Type: Al	AUTOMATIC			
Component:	180000 VEHICLE SPEED CONTROL	ITROL				
Dealer Type:	SALES DEALER	-	Dealer Name: WASH	WASHINGTON AUTOMAL		State:
Address1:			Work Phone:			Zip Code:
Address2:		1	Home Phone:			Country Ed.:
City:			Fax:			
Country:			Email.			

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1013131 Referal Source: INTENNET Num Digned: 0 21-WAY-2007 Treme: Num Digned: 17-MP-2007 Censit: V Num Occurrences: 1 21-WAY-2007 Treme: Num Digned: 17-MP-2007 Censit: V Num Occurrences: 1 21-WAY-2007 Treme: Num Digned: 17-MP-2007 Censit: Num Digned: 1 Preventice: Num Occurrences: Imm Digned: Num Digned: 1 Num Digned: 1 Verter: Num Digned: Constraintion Mum Digned:	Complaint Information	nation					
Y-200 Indicate Dete: 1/-ARP_2007 Indicate Dete: 1/-ARP_2007 Indicate Dete: 1/-ARP_2007 Enconnect Connect rowshow white BRUNDG, whether BRUNDG, whether BRUNDG, whether BRUNDG, whether BRUNDG, whether BRUNDG, whether BRUNDG, mere RADACOMPTIONG WERE Num Deaths: Num Deaths: 0 Enconnect Conservation The Ware Conservation Num Deaths: Net Revision Num Deaths: 0 Enconnect Conservation Num Deaths: Net Revision Zonde: Enconnection Num Deaths: 0 Enconnection State: Address: Zonde: Enconnection Num Deaths: 0 Enconnection Constraint Zonde: Zonde: Enconnection Enconnection Enconnection Connection Connection Connection Connection Connection Enconnection Connection Connection Connection Enconnection Enconnection Enconnection Connection Connection Connection Connection Enconnection Enconnection Connection Connection Connection Connection Enconnection Enconnection Connection Connection Connection Connection Enconnection Enconnection Connection Connection Co	'#IQO			Referral Source:	2		Property Damage: Y
ECONTACT OWNSA 2006 TOYOTA TACOMA. WHILE DRUTING 2 MH LET CONTACT TOWNSA 2006 TOYOTA TACOMA. WHILE DRUTING 2 MH LET TO CASH IMTO A BULING. THE RAULUSE THE HET WERKLIGLE WAS 5, 500. SITT MILEAGE WAS 5, 500. SITT WAS 5, 500. SITT WAS 5, 500. SITT MILEAGE WAS 5, 500. SITT WAS 5, 500. S	Received Date:	21-MAY-2007	ient Date: 17-APR-2007	Crash			Police Report: N
Address Zp Code: Evening Phone: Address Zp Code: Evening Phone: City: SPRINGDALE Country: UNITED STATES Evening Phone: State: ARKANSAS Daytine Phone: Evening Phone: Evening Phone: City: SPRINGDALE Country: UNITED STATES Evening Phone: City: SPRINGDAL Country: UNITED STATES Evening Phone: State: Antibot Evening Phone: Evening Phone: Evening Phone: Country: Country: Douter Country: UNITED STATES Evening Phone: Country: Country: Douter Evening Phone: Evening Phone: Evening Phone: Country: Country: Douter Country: Evening Phone: Evening Phone: Country: Country: Douter Country: Evening Phone: Evening Phone: Country: Countrol Parchase Date: 01-OCT-2006 Antibot Event Event Parchase Date: 01-OCT-2006 Function: Country: Country: Country: Country Date: Country Date: Event Douter Event Douter Country Date: Event Eve	Description:	TI *THE CONTACT OWNS A 2006 TON THE VEHICLE ACCELERATED WITHOL VEHICLE TO CRASH INTO A BUILDIN CLEAR. THE VEHICLE WAS TOWED T THAT THEY WERE UNABLE TO DIAGN CURRENT MILEAGE WAS 5,500.	YOTA TACOMA. WHILE DRIVING 2 M JT WARNING, WHICH CAUSED THE 3. THE ROAD CONDITIONS WERE 0 THE DEALER. THE DEALER STATE OSE THE FAILURE. THE FAILURE AN				Confidential: N
Address Address Zp Code: Evening Phone: Cty: Srate: ArkNSAS Daytine Phone: Evening Phone: State: ArkNSAS Daytine Phone: Fam: State: ArkNSAS Daytine Phone: Fam: Image: State: ArkNSAS Daytine Phone: Fam: Image: State: ArkNSAS Daytine Phone: Fam: Image: Construction: Image: State: Fam: Image: Original Owner: Y Body Style: Prover Image: Original Owner: Y Body Style: Prover Image: Image: Artilock B Artilock B Image: Original Owner: Y Body Style: Prover Image: Image: Artilock B Artilock B Image: Image: Artilock B Artilock B Image: Image: Image: Image: Image: Image: Image: Image: </th <th>Consumer Infori</th> <th>mation</th> <th></th> <th></th> <th></th> <th></th> <th></th>	Consumer Infori	mation					
City:	Title:		Address:	Zip Cod	6	Evening Phone:	Country Phone Code:
State: Aktive Boytine Pone: Fax: Image: State: Aktive Antiock Antiock Image: Antiock Antiock Antiock Image: Antiock	Name:		City: SPRINGDALE	Countr		Email:	
L Out Type :VEHICLE Product Category :LIGHT VEHICLES oduct Type :VEHICLE Product Category :LIGHT VEHICLES antifacturer :TOYOTA MOTOR CORPORATION Make : TOYOTA OF FAYFIYER antifacturer :TOYOTA MOTOR CORPORATIONAL antifacturer :TOYOTA MOTOR CORPORATIONAL antifacturer :TACMA MOTOR CORPORATIONAL antifacturer :TACMA MOTOR CORPORATIONAL antifacturer :TACMA MOTOR CORPORATIONAL antifacturer :TACMA ANTIFACTURE :TACMA ANTIFACTUR :TACMA ANTIFACTURE :TACMA ANTIFACTURE :TACMA AN	Org.:		State: ARKANSAS	Daytime Phone	ä	Fax:	
mation mation i Product Type : VEHICLE Product Category :LGHT VEHICLES. Manufacturer : TOVOTA MOTOR CORPORATION Make : TOVOTA Failure wileage: 5500 Model :Actuaction = TRUCK Failure wileage: 5500 Model :Actuaction = TRUCK Failure wileage: 5500 Antilock Br Failure wileage: 5500 Y Vehicle Usage: RECREATIONAL V Vehicle Usage: RECREATIONAL Figine Size: 4.0.L Fuel Type: GAS 5500 Transmission Type: AUTOMATIC 5500 Transmission Type: AUTOMATIC Sales DEALER Dealer Name: TOVOTA OF FAYENELL Sales DEALER Mork Phone: Mork Phone: Mork Phone: Fail Fail Fail Mork Phone: Fail More Phone: Fail	Product Informs	ation					
Product Type: WHICLE Product CatEgory: LIGHT VEHICLES Manufacture: TOYOTA MOTOR CORPORATION Make: TOYOTA Failure Mileage: 5500 Antilock Br Manufacture: TOYOTA MOTOR CORPORATION Make: TOYOTA Pailure Mileage: 5500 Antilock Br Powe Manufacture: TOYOTA MOTOR CORPORATION Pailure Mileage: Failure Mileage: 5500 Antilock Br Powe FTBU62N762 Original Owner: Y Pailure Mileage: Failure Mileage:	Vehicle Inform	ation .					
E STEJU62N762 Original Owner: Y Body Style: PickUP TRUCK 6 Engine Size: 4.0L Fuel Type: GS Powe 7 V V Fuel Type: GS Powe 5500 Transmission Type: AUTOMATIC Purchase Date: 01-0CT-2006 Fuel Si 5800 Transmission Type: AUTOMATIC Purchase Date: 01-0CT-2006 Fuel Si 5800 Transmission Type: AUTOMATIC Purchase Date: 01-0CT-2006 Fuel Si 58000 VEHICLE SPEED CONTROL AUTOMATIC Purchase Date: 01-0CT-2006 Fuel Si 581ES DEALER Transmission Type: TOYOTA OF FAYETVEILL Purchase Date: 01-0CT-2006 State 6 Mork Phone: TOYOTA OF FAYETVEILL Vorta OF FAYETVEILL State 6 Mork Phone: Home Phone: Home Phone: Country Ext: Country Ext: 6 Fax: Fax: Fax: Country Ext: Country Ext:	Product:		tegory :LIGHT VEHICLES RPORATION Make :TOYOTA Tvpe :TRUCK		Eailura Milaara	5500	Antilock Brakee.
Distruction Original Owner: Y Body Style:: PickUP TRUCK 6 Engine Size: 4.0L Fuel Type: GAS Powe 7 V Vehicle Usage: RECREATIONAL Fuel Type: GAS Powe 5500 Transmission Type: AUTOMATIC Purchase Date:: 01-OCT-2006 Fuel Sy 5500 Transmission Type: AUTOMATIC Purchase Date:: 01-OCT-2006 Fuel Sy 5500 Transmission Type: AUTOMATIC Purchase Date:: 01-OCT-2006 Fuel Sy 5500 Transmission Type: AUTOMATIC Purchase Date:: 01-OCT-2006 Fuel Sy 5500 Transmission Type: AUTOMATIC Purchase Date:: 01-OCT-2006 Fuel Sy 5100 Vehicle SPEED CONTROL Nork Phone: TOYOTA OF FAYETULL State State 51 Mork Phone: TOYOTA OF FAYETULL Mork Phone: Mork Phone: State 51 More: Fax: ToYOTA OF FAYETULL Country Ext: Country Ext:	ļ	' [<u>-</u>				
6 Engine Size: 4.0L Fuel Type: GA 7 vehicle Usage: RECREATIONAL Purchase Date: 01-OCT-2006 F 5500 Transmission Type: AUTOMATIC Purchase Date: 01-OCT-2006 F 180000 vehicle Speed CONTROL Transmission Type: AUTOMATIC Purchase Date: 01-OCT-2006 F 180000 vehicle Speed CONTROL Transmission Type: AUTOMATIC Purchase Date: 01-OCT-2006 F 180000 vehicle Speed CONTROL Vehicle Vehicle Nork Phone: ToVOTA OF FAYETVEILL Apole 1 Work Phone: ToVOTA OF FAYETVEILL Vorta OF FAYETVEILL Zapole 1 Porte ToVOTA OF FAYETVEILL Control					Body Style:	PICKUP TRUCK	Speed: 2
Y Vehicle Usage: RECREATIONAL Purchase Date: 01-OCT-2006 5500 Transmission Type: AUTOMATIC Purchase Date: 01-OCT-2006 1 180000 VEHICLE SPEED CONTROL AUTOMATIC Purchase Date: 01-OCT-2006 1 180000 VEHICLE SPEED CONTROL AUTOMATIC Purchase Date: 01-OCT-2006 2 180000 VEHICLE SPEED CONTROL Dealer Name: TOYOTA OF FAVENCILL Zip 1 Work Phone: Mork Phone: ToYOTA OF FAVENCILL Zip 1 More Phone: More Phone: Comtrol 1 More Phone: More Phone: Comtrol	# of Cylinders:	6			Fuel Type:	GAS	Powertrain: UNKNOWN
5500 Transmission Type: AUTOMATIC 180000 VEHICLE SPEED CONTROL SALES DEALER SALES DEALER Nork Phone: Home Phone: Fax:	Cruise Control:	~		ATIONAL	Purchase Date:	01-OCT-2006	Fuel System: FUEL INJECTION
180000 VEHICLE SPEED CONTROL SALES DEALER Dealer Name: TOYOTA OF FAYETVEILL Work Phone: Home Phone: Fax:	Current Mileage:	5500		IATIC			
SALES DEALER Dealer Name: TOYOTA OF FAYETVEILL Work Phone: Home Phone: Fax:	Component:						
Work Phone: Home Phone: Fax:	Dealer Type:		Deale		OF FAYETVEILL		State:
Home Phone: Fax:	Address1:		Worl	k Phone:			Zip Code:
Ĩ	Address2:		Home	Phone:			Country Ext.:
	City:			Fax:			
	Country:			Email:			

#IQO	10187789		Referral Sour	Referral Source: INTERNET OTHER SITE	OTHER SITE	Num Injured: 0	Property Damage:
Received Date:	13-APR-2007	Incident Date: 12-APR-2007	ç	Crash: N		Num Occurrences: 5	Police Report:
Description:	THIS IS NOT A FAILURE, BUT SC I AM STOPPING AT A STOP LIGH AIR CONDITIONER (A/C) ON TH TO PUSH THE BRAKES DOWN HA IS ON, AND SEEMS TO COME FR THE COMPRESSOR KICKS ON. TI THE COMPRESSOR KICKS ON. TI	THIS IS NOT A FAILURE, BUT SOMETHING I SEE AS A SAFETY ISSUE WHEN I AM STOPPING AT A STOP LIGHT/ STOP SIGN AND AM IN DRIV WITH THE AIR CONDITIONER (A/C) ON THE TRUCK WILL SURGE FORWARD AND I HAVE TO PUSH THE BRAKES DOWN HARDER. THIS ONLY HAPPENS WHEN THE A/C IS ON, AND SEEMS TO COME FROM THE INCREASE IN ENGINE RPMS WHEN THE COMPRESSOR KICKS ON. THIS IS VERY UNSAFE AND COULD CAUSE ME TO REAR END SOMEONE. *AK	Ē	Fire: Z		Num Deaths: 0	Confidential:
Consumer Information	nation						
Title:	MR.	Address:	Zp C	Zip Code:		Evening Phone:	Country Phone Code:
Name:		City: ELK GROVE	Cou	Country: UNITED STATES	TATES	Email:	
Org.:		State: CALIFORNIA	Daytime Phone:	one:		Fax:	
Product Information	tion						
Vehicle Information	ation						
Product:		Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Model :TACOMA Model Year :2007 Type :TRUCK		Failure Mileage:	age: 100		Antilock Brakes: Y
NII.		Original Owner: Y		Body	Body Style: 4-DOOR	JR	Speed: 0
# of Cylinders:	6	Engine Size:		Fuel .	Fuel Type: GAS		Powertrain: 4 WHEEL DRIVE
Cruise Control:	Y	Vehicle Usage: R	RECREATIONAL	Purchase Date:	Date:		Fuel System: FUEL INJECTION
Current Mileage:	13500	Transmission Type: A	AUTOMATIC				
Component:	036000 SERVICE BRAKES, HYDRAULIC:ANTILOCK	AULIC:ANTILOCK					
Component:	180000 VEHICLE SPEED CONTROL	OL					



#100	10185253		Referral Source:	SCHOOL LTRRARY	Nim Tnitrad:	Property Damage:	ā
							5
Received Date:	15-MAR-2007 Incid	Incident Date: 13-MAR-2007	Crash:	Z	Num Occurrences: 10	Police Report:	Ë
Description:	2006 TOYOTA TACOMA LURCHING FORWARD AT A STOP LIGHT. THIS HAS HAPPENED QUITE A BIT. VERY STRANGE FOR A NEW TRUCK. *JB	JRWARD AT A STOP LIGHT. THI JGE FOR A NEW TRUCK. *JB	IS HAS Fire:	z	Num. Deaths:	Confidential:	
Consumer Information	ration						
Title:	MR.	Address:	Zip Code:	e:	Evening Phone:	Country Phone Code:	e e
Name:		City: Arvada	Country:	ry: UNITED STATES	Email:		
Org.:		State: COLORADO	Daytime Phone:	ä	Fax:		
Product Information	tion						
Vehicle Information	ation						
Product:	Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA	<u>egory :LIGHT VEHICLES</u> ?PORATION Make :TOYOTA					
	Model :TACOMA Model Year :2006 Type :TRUCK	Type :TRUCK	I	Failure Mileage:		Antilock Brakes: N	
ЧЦ Х		Original Owner: N		Body Style:		Speed:	
# of Cylinders:		Engine Size:		Fuel Type:		Powertrain:	
Cruise Control:	z	Vehicle Usage:		Purchase Date:		Fuel System:	
Current Mileage:		Transmission Type:					
Component:	180000 VEHICLE SPEED CONTROL						
Dealer Type:	SALES DEALER		Dealer Name: Bouldel	BOULDER TOYOTA		State:	
Address1:			Work Phone:			Zip Code:	
Address2:		Ť	Home Phone:			Country Edt.:	
City:			Fax:				
Country:			Email:				

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Complaint Information	mation						
;#IOO	10184759	_	Referral Source:	DEALER MANUAL	Num Injured: 0	Property Damage:	z
Received Date:	11-MAR-2007	Incident Date: 10-MAR-2007	Crash:	z	Num Occurrences: 2	Police Report:	z
Description:	WE HAVE HAD TWO INCIDENTS WITH OI I. MY WIFE, WAS DRIVING ROUTE 40 V SUDDENLY STARTED SPEEDING UP W/O HER FOOT OFF THE ACCELERATOR PEE HAD TO BRAKE AS MUCH SHE COULD TO TO PULL TO PULL OFF BUT STILL COULD TO FILL RPM. SOMEHOW AFTER SOME "TR THE SELECTOR LEVER TO NEUTRAL WAS FULL RPM. SOMEHOW AFTER SOME "TR TO SHUT AND RESTART THE ENGINE AN IN CONTROL. THE STTUATION HAD BEEN REALLY SCAF NOT FULLY APPRECIATE WHAT HAD HAI SITUATION. MY WIFE DIDN'T DARE TO USE THE C BUSINESS TRIP. YESTERDAY - SATURDA THE FIRST TIME AFTER THE PREVIOUS DOWN IN THE TRAFFIC WHEN SUDDENL ABOVE. I WAS ON A MIDDLE LANE AND BUSINESS TRIP. YESTERDAY - SATURDA THE FIRST TIME AFTER THE PREVIOUS DOWN IN THE TRAFFIC WHEN SUDDENL ABOVE. I WAS ON A MIDDLE LANE AND BRAKE AS HARD AS I COULD. HAVING HA THE SPEED CARFEULLY TWAS ABLE STO DOWN IN THE TRAFFIC WHEN SUDDENL ABOVE. I WAS ON A MIDDLE LANE ROUND BRAKE AS HARD AS I COULD. HAVING HA THE SPEED CARFEULLY TWAS ABLE STO DOWN IN THE TRAFFIC WHEN SUDDENL ABOVE. I WAS ON A MIDDLE LANE ROUND BRAKE AS HARD AS I COULD. HAVING HA THE SPEED CARFEULLY TWAS ABLE STO DOWN IN THE TRAFFIC WHEN SUDDENL AGAIN SUDDENLY BACK IN CONTROL. M/O ANY INPACT: EACH TIME ENGINE S PEDAL WOULD BE PUSHED DOWN. I STA BRAKE PEDAL HARD I WAS ABLE TO CON NEXT RED LIGHTS. AFTER SOME BRAKIN AGAIN SUDDENLY BACK IN CONTROL. ME DONT DARE TO DRIVE THE TRUCK B WE DONT DARE TO DRIVE THE WILL PICK UNCONTA DEALER AND HOW IT W.	WE HAVE HAD TWO INCIDENTS WITH OUR 2006 TOYOTA TACOMA TRUCK; I. MY WIFE, WAS DRIVING ROUTE 40 WHEN AFTER RED LIGHTS THE ENGINE SUDDENLY STARTED SPEEDING UP W/O ANY WARNING OR ALARM. HAVING HER FOOT OFF THE ACCELERATOR PEDAL DIDN'T HAVE ANY IMPACT. SHE HAD TO BRAKE SAMUCH SHE COULD TO CONTROL THE CAR. SHE WAS ABLE TO PULL TO PULL OFF BUT STILL COULDN'T CONTROL THE KEY. CHANGING THE SELECTOR LEVER TO NEUTRAL WAS INPOSSIBLE AS THE ENGINE. THE ENGINE DIDN'T EVEN SHUT DOWN WHEN TURNING THE KEY. CHANGING THE SELECTOR LEVER TO NEUTRAL WAS INPOSSIBLE AS THE ENGINE. TOK FULL RPM. SOMEHOW AFTER SOME "TRIAL AND HORROR" SHE WAS ABLE TO SHUT AND RESTRAT THE ENGINE AND EVENTUALLY THE CAR WAS BACK IN CONTROL. THE STILUATION HAD BEEN REALLY SCARY. I WASN'T THERE SO I COULD THE STILUATION. AND BEEN REALLY SCARY. I WASN'T THERE SO I COULD THE STILUATION. IN THE TRIAL AND HAPPENED WHEN SHE DESCRIBED THE STITUATION II. MY WIFE DIDN'T DARE TO USE THE CAR BEFORE I CAME BACK FROM A BUSINESS TRIP. YESTERDAY'S SALUNDAY 3/10 - 1 WAS BACK THE STILUATION II. MY WIFE DIDN'T DARE TO USE THE REVIOUS INCLEMENT THERE WAS A SLOW DOWN IN THE TRICK THE REVIOUS INCLEMENT THE REAM AS BUSINESS TRIP. YESTERDAY'S SALUNDAY 3/10 - 1 WAS BACK FROM A BUSINESS TRIP. YESTERDAY'S SALUNDAY 3/10 - 1 WAS BACK FROM A BUSINESS TRIP. YESTERDAY'S AND ANT THERE WAS A SLOW DOWN IN THE TRICK THE REVIOUS INCLEMENT TO ANYTHING BUT THE SPEED CAREFULY THE ENGINE DINCT THERE WAS A SLOW DOWN IN THE TRICK THE REVIOUS INCLEMENT TO ANYTHING BUT BASKE AS HARD AS I COULD. HAVING HAZARD LIGHTS ON AND SLOWING THE SPEED CAREFULY THE ENGINE STRATED AS IF THE ACCELERATOR BUSINESS TRIP. YESTERDAY'S AND AND PROVING THE BUSINES TRIP. YESTERDAY'S AND ANY INPOST. ACONTROL. INCLEMENT TO ANY INPOST. FACH THE REAK TO A AGOIN SIDURY OR EVEN DEANT AND RESTARTED THE CAR AND PUSHING THE BUSKES TRIP. YESTERDAY SALUS AND POULD TO ANY INPOST. ACONTROL. INCLEMENT THE REAK TROME TO A MAN INPOST. FACH TIME ENGINE STRATED AS IF THE ACCELERATOR AGOIN SIDDENLY BACK		z	Num Deaths: 0	Confidential:	≻
Consumer Information	nation						
Títle:		Address:	Zip Code:		Evening Phone:	Country Phone Code:	
Name:		City: Havre de Grace	Country:	UNITED STATES	Email:		
Org.:		State: MARYLAND	Daytime Phone:		Гах:		
Product Information	tion						
Vence Information Product: Pro Ma	Product Type :VEHICLE Product Category :LIGHT Manufacturer :TOYOTA MOTOR CORPORATION I Model :TACOMA Model Year :2006 Type :TRUCK	Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Model :TACOMA Model Year :2006 Type :TRUCK		Bailure Mileade:		Antikock Brakes:	
λΠν V	' L	Original Owner: Y		Body Style:	PTCKUP TRUCK	÷	

	٢	4000
# of Cylinders:	Cruise Control:	Current Mileage:

 Component:
 180000 VEHICLE SPEED CONTROL

 Component:
 110000 ELECTRICAL SYSTEM

Vehicle Usage: Transmission Type: AUTOMATIC

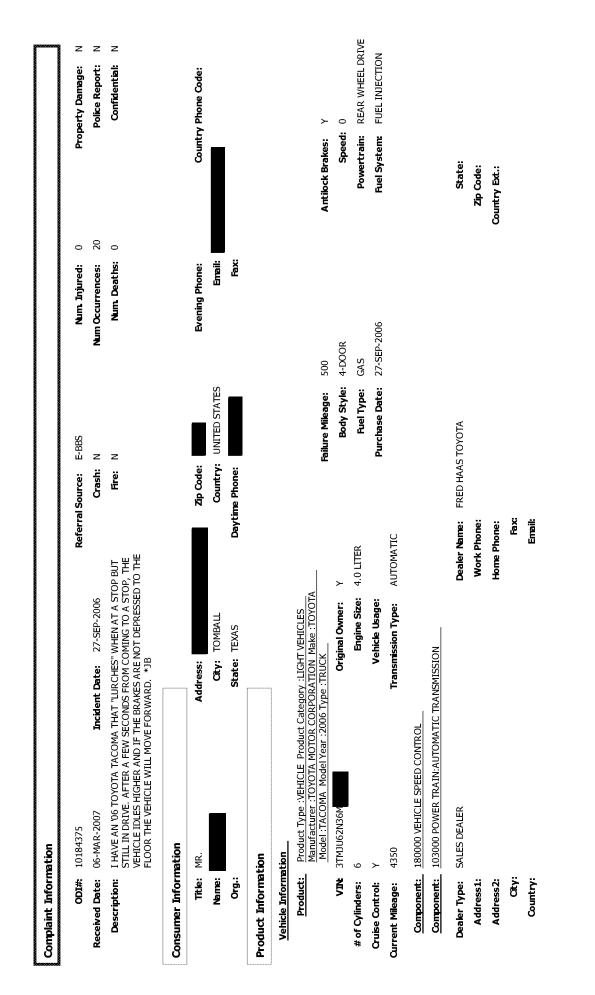
, Engine Size:

Purchase Date: 22-SEP-2006

Powertrain: REAR WHEEL DRIVE Fuel System: FUEL INJECTION

Complaint Information	nation						
#IQO	10184416		Referral Source:	INTERNET OTHER SITE	Num Injured: 0		Property Damage:
Received Date:	07-MAR-2007 Incide	Incident Date: 04-JAN-2007	Crash:	z	Num Occurrences: 7		Police Report:
Description:	I WANTED TO WRITE YOU TO LET YOU KNOW THAT I HAVE A '06 TACOMA DOUBLE CAB AND I AM EXPERIENCING THE "LURCH" PROBLEM. I HAVE AROUND 2000 MILES ON MY TRUCK. I THOUGHT IT WAS JUST ME BEING PICKY, BUT IT ACTUALLY FEELS LIKE IT DOBSNT WANT TO STOP AT TIMES. HAVE NOTICED THAT WITH THE AC OR HEAT ON, IF I ARE SITTING AT A RED LIGHT, AND DON'T HAVE MY FOOT FIRMLY, I MEAN FIRMLY PLANTED ON THE BRAKE, IT WANTS TO JUMP FORWARD. IT WILL DO THIS A COUPLE OF TIMES IF THE LIGHT IS RED FOR A WHILE. ALSO, IF I AM DRIVING TRUCHA PARKING LOT AT SLOW SPEEDS, IT TWILL DO THIS A COUPLE OR TIMES AT TIMES, THUS CAUSING ME TO "PLAY" WITH THE BRAKE AND GAS. II NOT SUBE IF THIS IS RELATED OR NOT, BUT ALSO, IF I AM RIDING AT NOT SUBE IF THIS IS RELATED OR NOT, BUT ALSO, IF I AM RIDING AT ABOUT 34-45 MPH AND THEN RELEASE THE GAS, THE ENGINE FEELS LIKE IT STALLS, BUT IT DOESNT. THE RPMS DROP, THEN LEVEL OFF AGIN AS IT STALLS, BUT IT DOESNT. THE RPMS DROP, THEN LEVEL OFF AGIN AS IT STALLS, BUT IT DOESNT. THE RPMS DROP, THEN LEVEL OFF AGIN AS IT STALLS, BUT IT DOESNT. THE RPMS DROP, THEN LEVEL OFF AGIN AS IT	KNOW THAT I HAVE A '06 TACOMA THE "LURCH" PROBLEM. I HAVE HOUGHT IT WAS JUST ME BEING DOESNT WANT TO STOP AT TIMES. I HEAT ON, IF I ARE SITTING AT A FIRMLY, I MEAN FIRMLY PLANTED RWARD. IT WILL DO THIS A COUPLE WHILE. ALSO, IF I AM DRIVING EEDS, IT TENDS TO "LURCH" ME TO "PLAY" WITH THE BRAKE AND ME TO "PLAY" WITH THE BRAKE AND C BUT ALSO, IF I AM RIDING AT THE GAS, THE ENGINE FEELS LIKE IT COP, THEN LEVEL OFF AGAIN AS IT	н ц	z	Num Deaths: 0		Confidential:
Consumer Information	mation	[
Title:	MR.	Address:	Zip Code:		Evening Phone:	Country Pl	Country Phone Code:
Name:		City: FLORENCE	Country:	UNITED STATES	Email:		
Org.:		State:	Daytime Phone:		Eax:		
Product Information	ition	[]					
Vehicle Information	ation						
Product:	Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Model :TACOMA Model Year :2006 Type :TRUCK	ory :LIGHT VEHICLES ORATION Make :TOYOTA 'pe :TRUCK		Failure Mileage: 500		Antilock Brakes:	
		Original Owner: Y			4-DOOR	Speed:	
# of Cylinders:	6	Engine Size:		Fuel Type: GAS	(0)	Powertrain: RI	REAR WHEEL DRIVE
Cruise Control:	Y	Vehicle Usage:			11-DEC-2006	Fuel System: Fl	FUEL INJECTION
Current Mileage:	2100	Transmission Type: AUTOMATIC	TC				
Component:	180000 VEHICLE SPEED CONTROL						
Component:	061000 ENGINE AND ENGINE COOLING:ENGINE	ENGINE					
Dealer Type:	SALES DEALER	Dealer Name:	hime: Florence toyota	тоүота		State: SC	
Address1:		Work Phone:	hone:			Zip Code: 29501	
Address2:		Home Phone:	hone:			Country Ext.:	
City:	FLORENCE		Fax:				
Country:	US		Email:				
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Complaint Information	mation						
;#IOO	10184332		Referral Source:	INTERNET	Num Injured: 0	Property Damage:	Damage: Y
Received Date:	06-MAR-2007	Incident Date: 24-OCT-2006	Crash:	~	Num Occurrences: 2	Police	Police Report: Y
Description:	I HAVE EXPERIENCED A LURCHING PROBLEM IN MY 2006 SPORT 4 DOOR TACOMA. THE FIRST TIME IT HAPPENED, I REAR ENDED A VEHICLE CAUSING \$1500 DAMAGE TO THE TACOMA AND \$1200 TO THE OTHER VEHICLE. I ALSO HAD A WITNESS THAT SAW MY FOOT ON THE BRAKE VEHICLE. I ALSO HAD A WITNESS THAT SAW MY FOOT ON THE BRAKE VEHICLE. I ALSO HAD A WITNESS THAT SAW MY FOOT ON THE BRAKE VEHICLE. I ALSO HAD A WITNESS TAN TA AND THE MINISTRY OF THE ACCIDENT REPORTED TO TOYOTA CANADA AND THE MINISTRY OF THE ACCIDENT REPORTED TO TOYOTA CANADA AND THE MINISTRY OF TRANSPORTATION. A THIRD PARTY INVESTIGATOR/ENGINEERING WAS SENT TO CHECK THE VEHICLE AND FOUND NO ERROR CODES. I WAS TOLD THER WAS NO PROBLEM. TWO MONTHS LATER THE TRUCK LURCHED AGAIN AT AN INTERSECTION. THIS TIME I SHOVED THE TRUCK INTO NEUTRAL. I OBSERVED THE RPINS CLIMB TO 3000 RPM THEN DROP OFF. THE TOYOTA DEALERSHIP (NORTHSIDE TOYOTA) CHECKED THE VEHICLE OVER AND SAID THEY FOUND NO PROBLEM. NOTE: THE VEHICLE HAD ROUGHLY 10,000 MORE THEN I HAVE EVER ON ANY VEHICLE INFO WONED. THE WORE THEN I HAVE EVER ON ANY VEHICLE INFO WONED. THE WORE THEN I HAVE EVER ON AND ISSUE. I TOLD THE DEALERSHIP WHY I WAS TRADING TT IN. WE NO LONGER TRUSTED THE 2006. THEY HAD NO OUAL MAD DOING THE TRUCK THINKING THERE WAS NO ISSUE. I UVAS TRADING TT IN. WE NO LONGER TRUSTED THE 2006. THEY HAD NO OUAL MAJON HIT FOR DEPRECIATION ON THEIR LOT. TO SAN THE LEAST I MAN OF PLEASED, BUT DON'T HAVE THE MEANS TO PURSUE THIS. ALSO THE STRESS GOT TO US. *JBL]	BLEM IN MY 2006 SPORT 4 DOOR A ND \$1200 TO THE BAKE AM AND \$1200 TO THE BAKE AM AND \$1200 TO THE BAKE SAW MY FOOT ON THE BAKE AS TOWED TO THE DEALERSHIP AN CANADA AND THE MINISTRY OF ESTIGATOR/ENGINEERING WAS ND NO ERROR CODES. I WAS TOLD SI JATER THE TRUCK LUCCHED AGA WED THE TRUCK LUCCHED AGA NED NO ERROR CODES. I WAS TOLD AN THEN DROP OFF. THE TOVOTA NED NO ENTRY INTO NEUTRAL I PM THEN DROP OFF. THE TOVOTA CEED THE VEHICLE OVER AND SAII VEHICLE HAD ROUGHLY 10,000 TOLD THE DEALERSHIP WHY I UND MYSELF RIDING THE BRAKES LLE TYC OWNED. □ NEOR 7000 THE WAS NO ISSUE. NO A TRUCK THAT HAD ONE OIL ON ATTUCK THAT HAD ONE OIL I MEANS TO PURSUE THIS. ALSO		z	Num Deaths: 0	δ	Confidential: Y
Consumer Information	mation						
Títle:	MR.	Address:	Zip Code:	ä	Evening Phone:	Country Phone Code:	ne Code:
Name:		City: SAULT STE MARIE	Country:	r: OTHER	Email:		
Org.:		State: FOREIGN STATES	Daytime Phone:		Fax:		
Product Information	ation						
Vehicle Information	ation						
Product:	Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Model :TACOMA Model Year :2006 Type :TRUCK	ory :LIGHT VEHICLES)RATION Make :TOYOTA 3e :TRUCK		Failure Mibade	6000	Antibrk Brakes:	
NI.V	2	Original Owner: Y		Body Style:	4-DOOR		
# of Cylinders:	6	Engine Size:		Fuel Type:	GAS	Powertrain: 4 Wh	4 WHEEL DRIVE
Cruise Control:	~	Vehicle Usage:		Purchase Date:	15-JUN-2006	Fuel System: FUE	FUEL INJECTION
Current Mileage:	8000	Transmission Type: AUTOMATIC	ATIC				
Component:	180000 VEHICLE SPEED CONTROL						
Dealer Type:	SALES DEALER	Dealer	Dealer Name: NORTHS	NORTHSIDE TOYOTA		State: 00	
Address1:	61 GREAT NORTHERN RD	Work	Work Phone: 705-256-6266	6266		Zip Code:	
Address2:		Ноте	Home Phone:			Country Ext.:	

City: SAULT STE MARIE Country: ??

Fax: Email: WWW.NORTHSIDETOYOTA.COM

Complaint Information	nation						
HIQO	10183012	_	Referral Source:	INTERNET	Num. Injured:	0	Property Damage:
Received Date:	20-FEB-2007	Incident Date: 13-FEB-2006	Crash:	z	Num Occurrences:	2	Police Report:
Description:	ME AND MY FAMILY WAS OI LIGHT. THE GAS ON MY 200 APPLIED BRAKES, THIS WO FRONT OF ME. I WAS ABLE A SIDE ROAD BEFORE HITT CAUSING THE REV LIMITER CAUSING THE REV LIMITER CAUSING THE REV LIMITER RESTARTED THUCK AND W/ 2-14-07 THEY COULD NOT N TOYOTA MYSELF AND WAS 07 AND TOYOTA HAS NOT O THEM BACK AND E-MAILED SITUATION AND COULD GE SINCE THEN. *NM	ME AND MY FAMILY WAS OUT ON 2/13/07 AND WAS COMING UP TO A STOP LIGHT. THE GAS ON MY 2006 TOYOTA TACOMA WOULD NOT LET OFF. I APPLIED BRAKES, THIS WOULD NOT DISENGAGE THE GAS. A CAR WAS IN FIDENT OF ME. I WAS ABLE TO UT THE TRUCK IN NEUTRAL RMYS WERE HIGH CAUSTIG THE REV LIMITER TO KICK IN. CUT IGNITION SWITCH OFF. CAUSTIG THE REV LIMITER TO KICK IN. CUT IGNITION SWITCH OFF. RESTARTED TRUCK AND WAS OKAY. TOOK THIS TRUCK TO DEALERSHIP ON 2-14-07 THEY COULD NOT MAKE IT HAPPEN AGAIN. THEY CONTACTED TOYOTA MYSELF AND WAS GIVEN A CASE NUMBER ON 2-15-07. THIS IS 2-20- 07 AND TOYOTA HAD NOT CONTACTED THEM BACK. I CALLED THEM BACK AND E-MAILED WITH NO RESPONSE. THIS IS A VERY SERIOUS SITUATION AND COULD GET SOMEONE KILLED. THIS IS A VERY SERIOUS SITUATION AND COULD GET SOMEONE KILLED. THIS IS A VERY SERIOUS SITUATION AND COULD GET SOMEONE KILLED. THIS IS A VERY SERIOUS SITUATION AND COULD GET SOMEONE KILLED. THIS HAPPENED AGAIN	Hree of the second seco	z	Num. Deaths:	o	Confidential:
Consumer Information	mation						
Title:		Address:	Zip Code:		Evening Phone:	Cou	Country Phone Code:
Name:		City: SALISBURY	Country:	" UNITED STATES	Email:		
Org.:		State: NORTH CAROLINA	Daytime Phone:		Гах:		
Product Information	tion						
<u>Vehicle Information</u>	ation						
Product:	Product Type :VEHICLE Product Category :LIGHT Manufacturer :TOYOTA MOTOR CORPORATION I Model :TACOMA Model Year :2006 Type :TBUCK	Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Model :TATOMA_Model Year : 2006 Type :TBUICK				and the stitute A	2
₩.	' 'n	Original Owner: N		Body Style:		Speed:	<u></u>
# of Cylinders:		Engine Size:		Fuel Type:		Powertrain:	Ë
Cruise Control:	Z	Vehicle Usage:		Purchase Date:		Fuel System:	Ë
Current Mileage:		Transmission Type:					
Component:	Component: 180000 VEHICLE SPEED CONTROL	NTROL					

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Complaint Information	mation						
#IQO	10182045		Referral Source:	urce: INTERNET	Num Injured:	Property	Property Damage: N
Received Date:	08-FEB-2007	Incident Date: 03-JAN-2007	U	Crash: N	Num Occurrences: 1	Poli	Police Report: N
Description:	I WAS DRIVING DOWN HILL ALONG ABOUT 50 KM/H. I NOTICED STOP LIGHTS AND CARS SPINNING AND SLIDING EVERWHERE. I GENTLY TOOK MY FOOT OFF THE THROTTLE TO START ENGINE BRAKING AND AS USUAL NOTHING HAPPENS IMMEDIATELY. WORSE, TRUCK STARTED TO ACCELERATE BECAUSE OF RPM HANG FROBLEN ON EVERY MANUAL TRANSMISSION EQUIPPED MODEL (MY COMPLAINT TO DEALER WAS IGNORED TWICE). THIS IS NOT EXACTLY A PLACE WHERE YOU CAN PUSH THE BRAKES EVEN WITH ABS BECAUSE IT ALSO IS AN OFF SLOPE TURN. INSTEAD OF SLOWTNOL COMBINED WITH THE DOWNHILL AND THE RPM HANG I AM NOT DECLERATING AT ALL! SUDDENLY THE ECU FINALLY DECIDES TO CLOSE THE THROTTLE (FUEL CUT OFF). AT THIS POINT TRUCK TAIL OF MY TRUCK SLIDE TO THE RIGHT AND TO THE LEFT. ONLY MY 20 YEAR EXPERIENCE AND GOOD LUCK LET ME ANOID A FATAL ACCIDENT. THE NON-LINEAR THROTTLE REPONSE IS NOT SAFE. THIS IS JUST TAIL OF MY TRUCK SLIDE TO THE REFOND A FATAL ACCIDENT. THE NON-LINEAR THROTTLE REPONSE IS NOT SAFE. THIS IS JUST TOOTA MUST ISSUE ECU IS PROGRAMMEDI MAYBE BECOUSE ONLY <10% OF ALL TRUCK HAVE MANUAL TRANSMISSIONS TOYOTA DOESN'T WANT TO HEAR ABOUT IT. TOYOTA MUST ISSUE ECU PATCH FOR MANUAL TRANSMISSION MODELS VG TRANSMISSIONS TOYOTA DOESN'T WANT TO HEAR ABOUT IT. TOYOTA MUST ISSUE ECU PATCH FOR MANUAL TRANSMISSION MODELS VG TRANSMISSIONS TOYOTA DOESN'T WANT TO NEUTRAL OR WITH CLUTCH DEPRESSED 3. MAKE LINEAR THROTTLE RESPONSE. *JBD 3. MAKE LINEAR THROTTLE RESPONSE. *JBD	ABOUT 50 KM/H. I NOTICED STOP LIGH EVERYWHERE. I GENTLY TOOK MY FOOT INE BRAKING AND AS USUAL NOTHING UCK STARTED TO ACCELERATE UUCK STARTED TO ACCULATY ACT OP TURN. DU CAN PUSH THE BRAKES EVEN WITH OPE TURN. CHILL CUT OFFJ. AT THIS POINT TRUCK GHT AND TO THE LEFT. ONLY MY 20 LET ME AVOID A FATAL ACCIDENT. DI LT WORS HAVE MANUAL WANT TO HEAR ABOUT TT. DI TRUCK HAVE MANUAL WANT TO HEAR ABOUT TT. DR MANUAL TRANSMISSION MODELS V6 E: D DOWNHILL IN NEUTRAL OR WITH CLUT ISE. *JBD	DP LIGHTS AY FOOT THING DN DN DN LLY ACTS UWITH LLY ACTS UWITH TRUCK Y 20 ENT. D DELS V6 TH CLUTCH	Z Z	Num. Deatths:	0	Confidential: N
Consumer Information	mation						
Title:	MR.	Address:	dz	Zip Code:	Evening Phone:	Country Phone Code:	ione Code:
Name:		City: Coquitlam	8	Country: OTHER	Email:		
Org.:		State: FOREIGN STATES	Daytime Phone:	hone:	Fax:		
Product Information	ation						
Vehicle Information	ation						
Product:	Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Model :TACOMA Model Year :2007 Type :TRUCK	ategory :LIGHT VEHICLES 0RPORATION Make :TOYOTA 7 Type :TRUCK	I	Failure Mileage:	2900	Antilock Brakes: Y	
	5TELU42N47Z	Original Owner: Y		Body Style:	PICKUP TRUCK	Speed: 50	
# of Cylinders:	9	Engine Size: 4	4.0	Fuel Type:	GAS		4 WHEEL DRIVE
Cruise Control:	Y	Vehicle Usage:		Purchase Date:	03-NOV-2006	Fuel System: FU	FUEL INJECTION
Current Mileage:	3150	Transmission Type: 🛛	MANUAL				
Component:							
Component:	980000 OTHER						
Dealer Type:	SALES DEALER		Dealer Name: REG	REGENCY TOYOTA		State: 00	
			יהבאה וובוא				

Address1:	Address2:

city: Burnaby, Canada

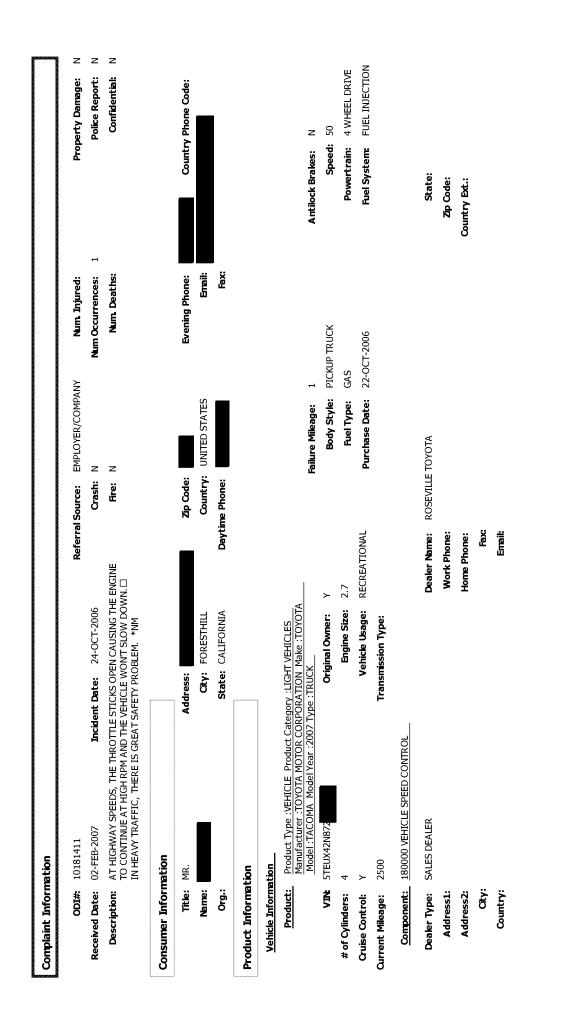
Country: ??

Work Phone: Home Phone: Fax: Email:

Zip Code: Country Ext.:

10181486 03-FEB-2007 Incident Date: 24-JAN-2007 1WAS STOPPED WAITING FOR ONCOMING TRAFFIC AT RT. 136 WE NEWTON PA. WITH MY FOOT ON THE BRAKE THE TRUCK ACCELERA HARD THE BRAKE WOULD NOT HOLD IT EVEN WITH FULL PRESSURE THE ONCOMING CAR MISSED ME BY INCHES. AFTER TRYING TO GE TOYOTA TO TAKE CARE OF IT WITH NOLUCK, I TRADED THAT THE TRUC WITH ONLY SOOD MILES ON IT. I AM VERY CONCERNED THAT THE TRUC WILL BE SOLD TO SOMEONE THAT MAY HAVE THE SAME PROBLEM BE AS FORTUNATE AS I WAS. *JB SEE ALSO 10180652 *DSY mation MR. Address: MR. Address: MR. Address: MR. CRYSTONED MR. CRYSTONED MR. CRYSTONED MR. CRYSTONED MR. CRYSTONED MR. Address: MR. CRYSTONED MR. CRYSTONED MR. Address: MR. CRYSTONED MR. CRYSTONES MR. CRYSTONED MR. CRYSTONED MR. CRYSTONES MR. CRYSTONED MR. CRYSTONES MR. CRYSTONES MR. CRYSTONED MR. CRYSTONES MR. CRYSTONES	011 5		Num Injured:	0 Property Damage: N
 3-2007 Incident Date: 24-JAN-2007 STOPPED WAITING FOR ONCOMING TRAFFIC AT RT. 136 WE ON PA. WITH MY FOOT ON THE BRAKE THE TRUCK ACCELEBANT THE BRAKE WOULD NOT HOLD IT EVEN WITH FULL PRESSURE NCOMING CAR MISSED ME BY INCHES. AFTER TRYING TO GE A TO TAKE CAR E OF IT WITH NO LUCK. I TRADED THE TRUC NOULY 3000 MILES ON IT. I AM YERY CONCERNED THAT THE TO ONLY 3000 MILES ON IT. I AM YERY CONCERNED THAT THE TO ONLY 3000 MILES ON IT. I AM YERY CONCERNED THAT THE TO ONLY 3000 MILES ON IT. I AM YERY CONCERNED THAT THE TO ONLY 3000 MILES ON IT. I AM YERY CONCERNED THAT THE TO ONLY 3000 MILES ON IT. I AM YERY CONCERNED THAT THE TO CONLY 3000 MILES ON IT. I AM YERY CONCERNED THAT THE TO ONLY 3000 MILES ON IT. I AM YERY CONCERNED THAT THE TO ONLY 3000 MILES ON IT. I AM YERY CONCERNED THAT THE TO ONLY 3000 MILES ON IT. I AM YERY CONCERNED THAT THE TO ONLY 3000 MILES ON THAT NO LUCK. TYPE : VEHICLE PRODUCT CORPORATION MAKE : TOYOTA OF ENTRY OF ENTRY ON State: PENNSYLVANIA 42N172 ONLY MOTOR CORPORATION MAKE : TOYOTA OF ENTRY OF E	ident Date: 24-JAN-2007 OMING TRAFFIC AT RT. 136 WEST E BRAKE THE TRUCK ACCELERATED SO D IT EVEN WITH FULL PRESSURE APPLIED. INCHES, AFTER TRYING TO GET INO LUCK, I TRADED THE TRUCK IN I VOLUCK, I TRADED THAT THE TRUCK AN HAVE THE SAME PROBLEM AND NOT SEE ALSO 10180652 *DSY			
STOPPED WAITING FOR ONCOMING TRAFFIC AT RT. 136 WE ON PA. WITH MY FOOT ON THE BRAKE THE TRUCK ACCELERA THE BRAKE WOULD NOT HOLD IT EVEN WITH FULL PRESSURE NCOMING CAR MISSED ME BY INCHES. AFTER TRYING TO GE A TO TARE CARE OF IT WITH NO LUCK, I TRADED THE TRUC ONLY 3000 MILES ON IT. I AM VERY CONCERNED THAT THE T E SOLD TO SOMEONE THAT MAY HAVE THE SAME PROBLEM A FORTUNATE AS I WAS. *JB SEE ALSO 10180652 *DSY Address: Addre	OMING TRAFFIC AT RT. 136 WEST TE BRAKE THE TRUCK ACCELERATED SO D IT EVEN WITH FULL PRESSURE APPLIED. INCHES, AFTER TRYING TO GET INC LUCK, I TRADED THE TRUCK IN I VERY CONCERNED THAT THE TRUCK AY HAVE THE SAME PROBLEM AND NOT SEE ALSO 10180652 *DSY		Num Occurrences:	1 Police Report: N
Address: Address: Cty: WEST NEWTON Cty: WEST NEWTON State: PENNSYLVANIA Cty: WEST NEWTON State: PENNSYLVANIA Cty: WENCLES Composition Type: TRUCK Composition Type: A Composition Type: A Composition Type: Transmission Type: A O VEHICLE SPEED CONTROL O VEHICLE SPEED CONTROL		2 	Num. Deaths:	Confidential: N
MR. Address: City: WEST NEWTON Imation State: PENNSYLVANIA Ration Model Penduct Model TTOYOTA Original Owner: Model TACOMA Model Model TRUCK Original Owner: Model STELU42N17 Product Model Transmission Type: A Y Vehicle Usage: A Y Vehicle Usage: 2389 180000 VEHICLE SPEED CONTROL A 072000 FUEL SYSTEM, GASOLINE: DELIVERY A				
 City: WEST NEWTON State: PENNSYLVANIA Product Type : VEHICLE Product Category :LIGHT VEHICLES Product Type :VEHICLE Product Category :LIGHT VEHICLES Product Type :TRUCK Product Type :TRUCK Product Type :TRUCK Product Steel Year :2007 Type : TRUCK Product Steel Year :2007 Type : TRUCK Product Steel Year :2007 Type :TRUCK Product Steel Year :2007 Type : TRUCK 	Address:	Zip Code:	Evening Phone:	Country Phone Code:
State: PENNSYLVANIA Bation State: PENNSYLVANIA mation mation Imation Deduct Type : VEHICLE Product Category :LIGHT VEHICLES Model TADe : TOYOTA MOTOR CORPORATION Make :TOYOTA Manufacturer :TOYOTA Model :TACOMA Model Year :2007 Type :TRUCK Original Owner: V Original Owner: V STELU42N172 Original Owner: V Domodel :TACOMA Model Year :2007 Type :TRUCK Product Type :TRUCK Image: TACOMA Model Year :2007 Type :TRUCK V Model :TACOMA Model Year :2007 Type :TRUCK Vehicle Usage: 1 Original Owner: V 2 Transmission Type: A 1 10000 VEHICLE SPEED CONTROL 1 072000 FUEL SYSTEM, GASOLINE:DELIVERY	City: WEST NEWTON	Country: UNITED STATES	ATES Email:	
Product Type :VEHICLE Product Type :VEHICLES Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Model :TACOMA Model Year :2007 Type :TRUCK Model :TACOMA Model Year :2007 Type :TRUCK P 5 TELU42N172 Model :TACOMA Model Year :2007 Type :TRUCK P 6 * Y Y Y 2389 I 180000 VEHICLE SPEED CONTROL 1 2000 VEHICLE SPEED CONTROL 072000 FUEL SYSTEM, GASOLINE: DELIVERY		Daytime Phone:	Fax:	
Imation Imanufacturer Product Type :VEHICLE Product Category :LIGHT VEHICLES Monufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Mone :TOYOTA Model :TACOMA Model Year :2007 Type :TRUCK Original Owner: Y Original Owner: Y 6 Engine Size: 4 Y Vehice Usage: 2389 2989 Transmission Type: A 180000 VEHICLE SPEED CONTROL 072000 FUEL SYSTEM, GASOLINE: DELIVERY				
Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Model :TACOMA Model Year :2007 Type :TRUCK ts 5TELU42N172 model :TACOMA Model Year :2007 Type :TRUCK original Owner: Y r v 2989 120000 VEHICLE SPEED CONTROL 180000 VEHICLE SPEED CONTROL 072000 FUEL SYSTEM, GASOLINE:DELIVERY				
 FTELU42N17Z STELU42N17Z STELU	ategory :LIGHT VEHICLES DRPORATION Make :TOYOTA			
 k 5TELU42N172 G Original Owner: Y Fingine Size: 4 Y Vehicle Usage: 2989 2989 Transmission Type: A 180000 VEHICLE SPEED CONTROL 072000 FUEL SYSTEM, GASOLINE: DELIVERY 		Failure Mileage:	ge: 2987	Antilock Brakes: Y
6 Engine Size: 4 γ Vehicle Usage: 2989 2989 Transmission Type: A 180000 VEHICLE SPEED CONTROL 072000 FUEL SYSTEM, GASOLINE: DELIVERY A		Body Style:	tyle: PICKUP TRUCK	Speed: 0
Y Vehicke Usage: 2989 Transmission Type: A 180000 VEHICLE SPEED CONTROL 072000 FUEL SYSTEM, GASOLINE: DELIVERY		Fuel Type:	/pe: GAS	Powertrain: 4 WHEEL DRIVE
2989 Transmission Type: A 180000 VEHICLE SPEED CONTROL 072000 FUEL SYSTEM, GASOLINE: DELIVERY	Vehicle Usage:	Purchase Date:	ate: 14-NOV-2006	Fuel System: FUEL INJECTION
180000 VEHICLE SPEED CONTROL 072000 FUEL SYSTEM, GASOLINE: DELIVERY	Transnission Type: AUTOMATIC			
072000 FUEL SYSTEM, GASOLINE: DELIVERY				
	ELIVERY			
Dealer Type: SALES DEALER Deal	Dealer Name:	ΒΑΥ ΤΟΥΟΤΑ		State: PA
Address1: 1140 CLAIRTON BLVD.	Work Phone:	e: 412-469-3000		Zip Code: 15236
Address2: Hom	Home Phone:			Country Edt.:
City: Pleasant HILLS	8	Fax:		
Country: US	Email:	÷		





Detail
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Complaint Information	nation					
;#IOO	10180652		Referral Source:	INTERNET	Num Injured: 0	Property Damage: N
Received Date:	24-JAN-2007 Incident	Incident Date: 24-JAN-2007	Crash:	z	Num Occurrences: 1	Police Report: N
Description:	AT A FULL STOP AT AN INTERSECTION THE TRUCK ACCELERATED BY ITSELF HARD ENOUGH THE BRAKE WOULD NOT HOLD IT. PUSHING THE TRUCK ONTO THE ROAD WITH ONCOMING TRAFFIC. THE CAR MISSED ME. PLEASE DO NOT QUESTION MY ABILITY TO PUSH ON THE BRAKE AND NOT THE GAS AS YOU HAVE IN ALL THE REPORTS I HAVE READ. *NM SEE ALSO 10181486 *DSY	HE TRUCK ACCELERATED BY ITSELF HOLD IT. PUSHING THE TRUCK FFIC. THE CAR MISSED ME. PLEASE I ON THE BRAKE AND NOT THE GAS VE READ. *NM SEE ALSO 10181486	LF Hre: SS 186	z	Num Deaths: 0	Confidential: Y
Consumer Information	mation					
Title:	MR.	Address:	Zip Code:		Evening Phone:	Country Phone Code:
Name:		City: WEST NEWTON	Country:	UNITED STATES	Email:	
Org.:		State: PENNSYLVANIA	Daytime Phone:		Fax:	
Product Information	tion					
Vehicle Information	ation					
Product:		Jry :LIGHT VEHICLES DRATION Make :TOYOTA				
	Model :TACOMA Model Year :2007 Type :TRUCK	be :TRUCK		Failure Mileage:	2987	Antilock Brakes: Y
此 、	5TELU42N17Z	Original Owner: Y		Body Style:	PICKUP TRUCK	Speed: 0
# of Cylinders:	6	Engine Size: 4.0L		Fuel Type:	GAS	Powertrain: 4 WHEEL DRIVE
Cruise Control:	×	Vehicle Usage:		Purchase Date:	14-NOV-2006	Fuel System: FUEL INJECTION
Current Mileage:	2989	Transmission Type: AUTOMATIC	АТІС			
Component:	180000 VEHICLE SPEED CONTROL					
Dealer Type:	SALES DEALER	Deale	Dealer Name: DAY TOYTA	٩		State: PA
Address1:	1140 CLAIRTON BLVD.	Worl	Work Phone: 412-469-3000	000		Zip Code: 15236
Address2:		Home	Home Phone:			Country Ext.:
City:	PLEASANT HILLS		Fax:			
Country:	US		Email:			

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Complaint Information	acconseconseconseconseconseconseconsecons						
;#IQO	10172030	ž	Referral Source: 0THER	Я	Num Injured:	Pre	Property Damage: N
Received Date:	28-OCT-2006 Inciden	Incident Date: 27-0CT-2006	Crash: N		Num Occurrences:	3	Police Report: N
Description:	SUDDEN ACCELERATION FOR THE THIRD TIME IN THIS VEHICLE. DRIVING ON A MOUNTAINOUS ROAD ABOUT 30 MPH. TRUCK MOVED TO THE SIDE GOING UP AN INCLINE FOR MY HUSBAND TO PASS HIM. HE ACCELERATED AND THE GAS PEDAL. "STUCK". APPLIED THE BRAKES WITH NO DISENGAGING OF THE GAS PEDAL. TURNED THE KEY OFF AND ON SO AS NOT TO LOSE THE OAVER STEERING. THIS CONTINUED FOR SEVERAL MINUTES. WHEN WE WERE ON A STRAIGHTAWAY, HE TURNED THE KEY OFF AND TTA LLOSE THE GAS PEDAL. TURNED THE KEY OFF AND SING NOT TO LOSE THE GAS PEDAL. TURNED THE KEY OFF MINUTES. WHEN WE WERE ON A STRAIGHTAWAY, HE TURNED THE KEY OFF AND SINGLET THE CAUSE CONTROL. THIS IS NOT A CAUSE CONTROL LISSUE. THIS IS A GAS PEDAL. THIS IS A GAS PEDAL DISCURRALISSUE. THE ISSUE AT THE RAT WAS UNDER THE GAS PEDAL. THIS IS A GAS PEDAL. THIS IS A GAS PEDAL. THIS IS NOT A CAUSE CONTROL LISSUE. THE ISSUE I WAS TO LD PREVIOUSLY THE MAT WAS UNDER THE GAS PEDAL. THIS IS HARDLY THE PROBLEM. THE BRAKES WERE AGAIN RED HOT WHEN MY HUSBAND TRIED TO STOP THE TUCK. WE WILL BE IN TOUCH WITH TOYOTA AGAIN THIS A.M. THIS VEHICLE IS A DEATH TRAP AND NEEDS TO BE PUT DOWNI *NM SEE ALSO ODI 10158925 AND 10149327 *DSY	D TIME IN THIS VEHICLE. DRIVING APH. TRUCK MOVED TO THE SIDE D TO PASS HIM. HE ACCELERATED THE BRAKES WITH NO NED THE KEY OFF AND ON SO AS HIS CONTINUED FOR SEVERAL GHTAWAY, HE TURNED THE KEY OFF ED. TWO TIMES PREVIOUSLY ONTROL. THIS IS NOT A CRUISE ISSUE. I WAST FOLD PREVIOUSLY THIS IS HARDLY THE PROBLEM. THE IY HUSBAND TRIED TO STOP THE IY HUSBAND TRIED TO STOP THE GAIN THIS A.M. THIS VEHICLE IS A WNI *NM SEE ALSO ODI 10158925	2 II I		Num. Deaths:		Confidential: N
Consumer Information	mation						
Title:	MRS.	Address:	Zip Code:		Evening Phone:	Count	Country Phone Code:
Name:		City: LANSING	Country: UNI	UNITED STATES	Email:		
Org.:		State: NORTH CAROLINA	Daytime Phone:		Га х:		
Product Information	ation						
Vehicle Information	ation]					
Product:	Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Model :TACOMA Model Year :2006 Type :TRUCK	ory :LIGHT VEHICLES JRATION Make :TOYOTA be :TRUCK	a iir	Failure Mileade:	25000	Δ πtibick Brakes:	>
	ς Μ	Original Owner: Y			PICKUP TRUCK	Speed:	÷
# of Cylinders:	4	Engine Size: 4			GAS	Powertrain:	: 4 WHEEL DRIVE
Cruise Control:	Y	Vehicle Usage:	Purc		01-JAN-2006	Fuel System:	FUEL INJECTION
Current Mileage:	25000	Transmission Type: AUTOMATIC	C				
Component:	180000 VEHICLE SPEED CONTROL						
Dealer Type:	SALES DEALER	Dealer Name:	ame: MIKE JOHNSON HICKOR	HICKOR		State: NC	
Address1:	435 US HWY 70SE	Work Phone:	ione: 704 535 1972			Zip Code: 28227N	27N
Address2:		Home Phone:	one:			Country Ext.:	
City:	City: HICKORY		Fax:				
Country:	US	Ш	Email:				

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Complaint Information	mation					
;#IOO	10152011		Referral Source:	NHTSA HOTLINE	Num Injured:	Property Damage:
Received Date:	06-MAR-2006 Inc	Incident Date: 06-MAR-2006	Crash:	٢	Num Occurrences: 1	Police Report:
Description:	DT*: THE CONTACT STATED WHILE THE THROTTLE STICKS. AFTER THE HIGH AND DO NOT DECREASE. THE FOR INSPECTION. ALTHOUGH, THE FOR INSPECTION. ALTHOUGH, THE COULD NOT BE REMEDIED BY THE D	DT*: THE CONTACT STATED WHILE DEPRESSING THE ACCELERATOR PEDAL, THE THROTTLE STICKS. AFTER THE THROTTLE STICKS, THE RPMS RANGE HIGH AND DO NOT DECREASE. THE VEHICLE WAS TAKEN TO THE DEALER FOR INSPECTION. ALTHOUGH, THE DEALER KNEW THE PROBLEM PERSISTED WITH THE SPEED CONTROL AND THE ELECTRICAL SYSTEM, THE PROBLEM COULD NOT BE REWEDIED BY THE DEALER. UPDATED 03/28/06. *JBII	DAL, Fire: SE STED M	z	Num Deaths:	Confidential:
Consumer Information	nation					
Title:		Address:	Zip Code:		Evening Phone: SA	SAME Country Phone Code:
Name:		City: BRECKENRIDGE	Country:	INITED STATES	Email:	
Org.:		State: COLORADO	Daytime Phone:		Fax:	
Product Information	ition					
Vehicle Information	ation]				
Product:	Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA	ategory :LIGHT VEHICLES DRPORATION Make :TOYOTA				
	Model :TACOMA Model Year :2006 Type :TRUCK	6 Type :TRUCK		Failure Mileage:	12	Antilock Brakes: Y
λ I Λ	5TEPX42NX62	Original Owner: Y		Body Style:	PICKUP TRUCK	Speed:
# of Cylinders:	4	Engine Size: 2.7		Fuel Type:	GAS	Powertrain: 4 WHEEL DRIVE
Cruise Control:	Z	Vehicle Usage:		Purchase Date:	23-JAN-2006	Fuel System: FUEL INJECTION
Current Mileage:	1033	Transmission Type: MANUAL	AL			
Component:	110000 ELECTRICAL SYSTEM					
Component:	180000 VEHICLE SPEED CONTROL					
Dealer Type:	SALES DEALER	Deal	Dealer Name: BURT TOYOTA	ОТА		State: CO
Address1:	5460 S BROADWAY	Mor	Work Phone: 303-789-6566	566		Zip Code: 80113-6767
Address2:		Цон	Home Phone:			Country Ext.:
City:	ENGLEWOOD		Fax:			
Country:	NS		Email:			

globeandmail.com: Tacoma pickups being investigated

IN BRIEF

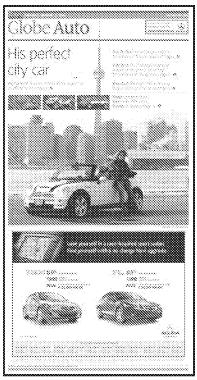
Tacoma pickups being investigated

BLOOMBERG NEWS FEBRUARY 7, 2008

The U.S. National Highway Traffic Safety Administration said it's examining Toyota's Tacoma pickup trucks from model years 2006 and 2007 after a complaint of spontaneous and uncontrolled acceleration.

The probe may affect 362,000 vehicles.

Print Edition - Section Front



Enlarge Image



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From: Chris Santucci/=WDC/Toyota_NY.	Sent:2/26/2008 12:37 PM.
To: [-] KWeinstein@mayerbrown.com,ejones@mayerbrown.com.	
Cc: [-] ctinto@tma.toyota.com.	
Bcc: [-] . Subject: Fw: Opening resume.	
opening resume:	
Regards,	
Chris Santucci - Assistant Manager	
Technical and Regulatory Affairs Toyota Motor North America, Inc.	
Ofc (202) 463-6856 Cell (202) 651-1581 Fax (202) 463-8513	
email: Chris_Santucci@tma.toyota.com	
Note: We cannot receive attachment extensions listed below. .exe, .com, .pif, .scr, .cmd, .bat, .vbs, .lnk, .htm, .html, .shs, or .zip	
Forwarded by Chris Santucci/WDC/Toyota_NY on 02/26/2008 03:36 PM	
<scott.yon@dot.gov></scott.yon@dot.gov>	
02/05/2008 09:37 AM To <csantucci@tma.toyota.com></csantucci@tma.toyota.com>	
cc <ctinto@tma.toyota.com>, <jeff.quandt@dot.gov> Subject RE: Opening resume</jeff.quandt@dot.gov></ctinto@tma.toyota.com>	
Hi Chris,	
Can you confirm receipt please?	
Attached are two Adobe files; one contains the 32 VOQs (Petitioner's report included also)	noted in the require and
the other contains a correspondence provided by the Complainant on VOQ 10152011 (this	
have for these 32 reports at this time).	
I am working of the IR letter and will send it ASAP.	
Thanks, Scott	
From: CSantucci@tma.toyota.com [mailto:CSantucci@tma.toyota.com]	
Sent: Thursday, January 31, 2008 5:49 PM	
To: Yon, Scott <nhtsa> Cc: CTinto@tma.toyota.com; Quandt, Jeff <nhtsa></nhtsa></nhtsa>	
Subject: RE: Opening resume	
Scott	
Scott,	2 .
Can you also provide the 31 VOQ's that are referenced in the "Other" category of the openi attached to your email are documents related to the petitioner only.	ng resume? All that is

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></scott.yon@dot.gov>
01/31/2008 03:36 PM To <ctinto@tma.toyota.com>, <csantucci@tma.toyota.com> cc <jeff.quandt@dot.gov> Subject RE: Opening resume</jeff.quandt@dot.gov></csantucci@tma.toyota.com></ctinto@tma.toyota.com>
Can you please confirm receipt of this message?
Attached are the documents related to the petitioner's complaint and petition letter, fyi. I'll send the IR ASAP.
Regards, Scott
From: Johnson, Valencia <nhtsa> Sent: Thursday, January 31, 2008 3:06 PM To: CTinto@tma.toyota.com Cc: Quandt, Jeff <nhtsa>; Yon, Scott <nhtsa> Subject: Opening resume</nhtsa></nhtsa></nhtsa>
FYI – Please see the attached opening resume. Thank you[attachment "ODI10216086.pdf" deleted by Chris Santucci/WDC/Toyota_NY] [attachment "CL-10216086-5377.pdf" deleted by Chris Santucci/WDC/Toyota_NY] [attachment "ODI10214130.pdf" deleted by Chris Santucci/WDC/Toyota_NY]

DOT Auto Safety H Vehicle Owner's Qu To Report Vehicle Sa National Highway Traffic Safety Administration Name	iestioni afety Defe 2-DOT 236)	ects	Date Rec 06-	eived MAR-2006 🦿 👘 💦	Repository		
of Transportation To Report Vehicle Sa National Highway 1-888-DASH-2 Traffic Safety INTERNET:www.nhtsa.do OWNER INFORMATION (Type or Print	ifety Defe 2-DOT 236)	ects	06-	MAR-2006	Deference No		
National Highway (1-888-327-4 Traffic Safety INTERNET:www.nhtsa.do Administration OWNER INFORMATION (Type or Print	236)		06-	MAR-2006	Deference No		
Administration INTERNET:www.nhtsa.do		Traffic Safety INTERNET: www.pbtsa.dot.gov/botline 1015201					
		otline			' 1015£071		
Name	t)						
			Daytime	Telephone Number	E-mail Address		
Address			Evenina ⁻	Telephone Number			
City BRECKENRIDGE State CO	Zip Code		SAME				
Do you authorize NHTSA to provide a copy of this report to th In the absence of an authorization, NHTSA WILL NOT provide Signature of Owner	ie manufact 9 your name	turer of your veh e or address to the Date	he vehicle	YES X manufacturer.	NO		
	ICLE INFOR						
17 digit Vehicle Identification Number Located at bottom of windshield on	driver's side	Make		Model	Model Year		
5TEPX42NX6Z		ΤΟΥΟΤΑ		ТАСОМА	2006		
Date Purchased Dealer's Name and Telephone Number 23-JAN-06 BURT TOYOTA 303-789-6566	I		,	Engine: No: Cylinders <u>4</u>	Fuel Type: Gas		
Original Owner Dealer's City X ENGLEWOOD			Code 13-6767				
Transmission Type X Antilock Brakes Powertrain		Vehicle Compo 180000 VEHIC					
MANUAL Cruise Control 4 WHEEL DRIVE		Multiple Failure	: 1				
	DONENT/S'	/PART(S) INF(DN .	· · · · · · · · · · · · · · · · · · ·		
Incident Date(s) Failure Mileage Failure Speed	PONENT(3)	<u>/// AICT (5)_INIC</u>					
06-MAR-2006 12							
ADDITICNAL ITEMS TO BE CO	OMPLETED	WHEN REPORT	ING A TI	REFAILURE	· · · · · · · · · · · · · · · · · · ·		
Tire Make Tire Model (Name o				e Size (Example P21	15/65R15)		
DOT No. (Example: DOTMAL9ABC036) 🔲 Original Equipi	ment	Failure Location					
Tire Component Code Tire Failure Type							
ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE							
	anufactured		Model No				
Seat Type: Installa	tion System						
Child Seat Component Code: Failed Part:		TINFORMATIC					
APPLICABL (Please describe in detail)	the incident(s)), Failure(s), Crash(e	es), and inju				
Crash Fire Number of Persons Ini	ured Nu	mber of Deaths	Repor	ted to Police N			
Narrative Description of Incident(S), Crash(es), and Injury(jes)).						
Please describe (1) events leading up to the failure, (2) failure i.e, parts repaired or replaced (and if old part is available).	and its con	sequences, and	(3) what v	vas done to correct	the failure;		
DT* THE CONTACT STATED WHILE DEPRESSING THE ACCELE	RATOR PEC	DAL, THE THROT	LE STICK	S. AFTER THE THRO	OTTLE STICKS, THE		
RPM'S RANGE HIGH AND DO NOT DECREASE. THE VEHICLE WA THE PROBLEM PERSISTED WITH THE SPEED CONTROL AND T场	AS TAKEN T IE ELECTRIC	'o the dealer f Cal system, the	OR INSPE PROBLEM	CTION. ALTHOUGH I COULD NOT BE REI	, THE DEALER KNEW MEDIED BY THE DEALER.		
The high RPM "sticky throtth	e is e	electronic	ally'r	ektel Th	e accellorator		
nedal topt dope not stick but ra	ther	HP RPN	is de	snot cum	e down once		
the set les saleses Thay RPM's	enills.	Tav ushar	1 the	iwere at	when the		
clutch uses pusked in so as to sh	iff at	odrs. For	instar	e. if dute	his depressed		
	DOURTI	m they w	11 stai	there this	tdrop		
2							
Include, if available: Police/Fire Department Report, Photos, ar	nursuant to a	uthority vested in t	the National	Highway Traffic Safety	ether a Manufacturer		
The Privacy Act of 1974-Public Law 93-579 This information is requested p amendments. You are under no obligation to respond this questionnaire. should take appropriate action to correct a safety defect. If the NHTSA pr	Your response roceeds with a	administrative enfo	rcement or	litigation against a ma	anufacturer, your response,		
- we admented Vou are under no obligation to respond this guestionnaire	Your response roceeds with a	administrative enfo	rcement or	litigation against a ma	anufacturer, your response,		

TOY-RQ-00030474

Narrative Description of Incident(s), Failure(s), Crash(es), and Injury(ies) * That see た buing accia \mathcal{O} trun ADDITIONAL SHEETS IF NECESSARY ATPÁCH

U.S. Department of Transportation

National Highway Traffic Safety Administration

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

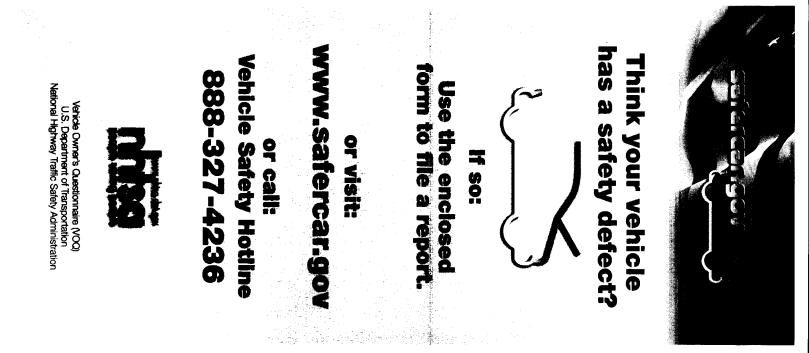
Official Business Penalty for Private Use \$300



PERMIT NO 73173 WASHINGTON, D.C.

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

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



NO POSTAGE

NECESSARY

IF MAILED IN THE UNITED STATES

03/15/2006 14:15:	25			dent Report reckenridge Pol						Page #:
Incident Date/Time: To: Report Date/Time:	03/11/06 03/11/06 03/11/06	17:15 17:25 21:43				Description File#:	: Other Misco 06-0749	ellaneous Repo	r	
Complainant: Address: Address: City/State: Phone: Employer: Address: Address: City/State: Phone: -	-			DOB: Race: Sex: Ethnic: Height: '0" Occupation:	Age: Resident: Hair: Eyes: Weight: 0		Location of Oc Address: Address: City/Cross Stre	HWY 9	NRIDGE / V	ALLEY BROOK
Person(s) Involve	d:									-
Type Name None		<u></u>	DOB	Address			City/State BRECKENRID	GE CO		Phone
None						Time Arrive				
Location: -	HWY 9					Time Cleare	ed: 19:10			
Burglary Crimes			. <u>.</u>							
Entry Method: Entry Point: Instrument: Inc. Activity:				Exit Point: Neighborhood: Safe Entered:						
									Inv Assgn:	
Referral: NONE Children: None Pro	sent								Inv Due:	
Evidence Taken:	Photo: N	Fingerprint(s)	: N	Other: N					Approved:	03/12/06
Status: Inactive	Exp.	Clrd. Status:		Status Dat	te: 02/07/02					
Investigator:	-								Approved:	03/13/06
Reporting Officer:	- 0306 - ZE	RNICKOW, SEA	N	~						
Supervisor:		GUSCH,SCOTT		_	. .					
Entered By:		RNICKOW, SEA	N	-						
Records:		BLE,ROBYN		-						
Addendum Codes:	1			-						
Copies To: News Media										

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VICTIM/SUBJECT SECTION

Name: Addr: Addr: City: E Phone: SSN: OLN:	BRECKEN	RIDGE,CO ST: CO		-	None	Age : Hght: Wght:	Male 36 - '0" 0	Ethn: U Hair: Eyes: Skin: Face:	Inknown
			PH	ROPERTY/	VEHICLE SE	CTION			
Plate #	State	Type VIN	Year	Make	Model	Colors	Style	Reason	
Loss ## Type		Make, Model, Style		Description		Se	rial #	Value	Rec Date Rec Value

Incident Narrative 06-0749

On 03/11/06 at about 6:45 PM, I, Officer Sean Zernickow, Breckenridge Police Department, was dispatched to 401 N. Ridge Street, on the report of a single car motor vehicle accident, which happened around 5:15 PM.

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

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

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

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

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

	Breckenri 150 Ski Hill Roz Breckenridge, ((970) 453-2941	ad • P.O. Box CO 80424	5469 547-3108		Exchar Please com give it to the	nt Information age Form olete this form and other driver involved ent.
	A/2	TIME OF ACCIDENT	-	MANAGE M. VEHICLES INVOLVED		NODENT NO. 06-0749
LOCATION OF ACCIDEN	r	No DA	MAGE			TOWN/STATE BRECKENRIDGE, CO
ŀ	two 90	No DA Valley Br	so K			COUNTY SUMMIT
DRIVER'S NAME				DATE OF BIRTH	FA	WM
RESIDENCE ADDRESS	P.O. BOX				ennidge	
RES. PHONE		BUS. PHONE	i i i i i i i i i i i i i i i i i i i	DEVER'S LC. NUMBER		Со
	Toroth	TACOMA	COLOR	UC. PLATE NO.	STATE Co TEMP	VEHICLE ID NO. STEPX 42 MX 62
VEHICLE OWNER NAME	E SAME AS DRIVER			STREET ADDRESS & P.O. BOX		
CITY		STATE	ZIP CODE	RES. PHONE		BUS PHONE
INSURANCE CO.	PSCAN Inter	atma (AGENT'S NAME	F	POLICY NO.	EXP. DATE 7/3/86
	PSCAN INTERN ERNICKOW	•	1	OFFICER NUMBER	D	3/11/06

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POLICE

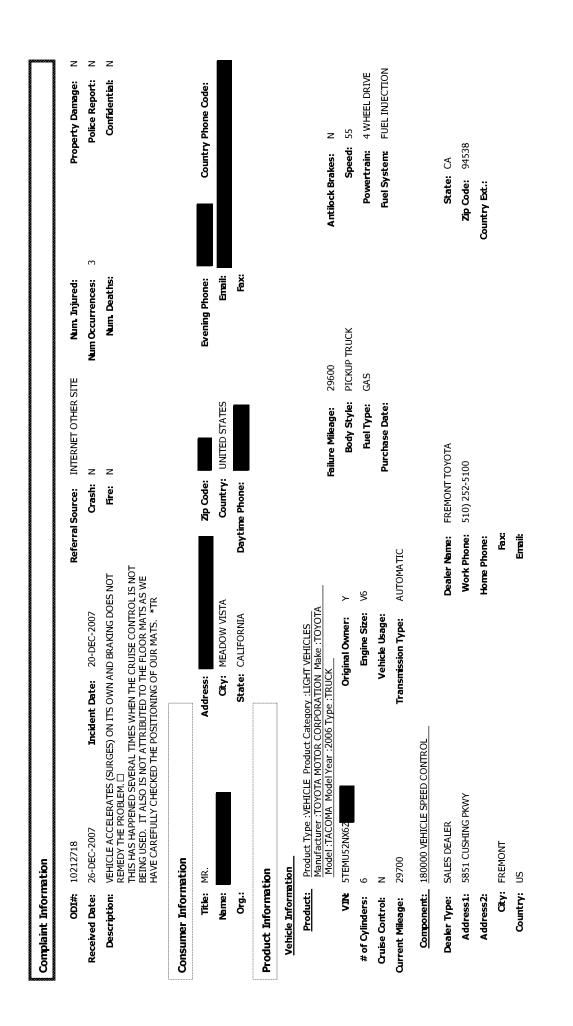
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Complaint Information	mation							
#IQO	10214130		Referral Source:	ce: INTERNET	Nur	Num. Injured:	0 Property Damage:	age: N
Received Date:	07-JAN-2008	Incident Date: 05-JAN-2008	ę	Crash: N	Num Occ	Num Occurrences:	2 Police Report:	port: N
Description:	THE VEHICLE EXPERIENCED TWO SPONTANEOUS AND UNCONTROLLED ACCELERATIONS WITHIN ABOUT TWO HOURS. THE FIRST WAS ON THE HIGHWAY. I TURNED INTO A PULLOUT TO ALLOW A FASTER CAR TO PASS ON A SNOW-SLICKED ROAD. WHILE TURNING BACK TOWARD THE HIGHWAY AT SLOW SPEED, ABOUT 5 MPH, TAPPING ON MY BRAKE PEDAL, THE CAR SUDDENLY AT CICLERATED AND I WAS FORCED TO STAND ON THE BRAKES TO KEEP IT FROM RUNNING AWAY. BECAUSE OF THE ANTT-SKID BRAKES ENGAGING, THE CAR STILL MADE IT 3-4 FEET INTO THE TRAFFIC LANE BEFORE I WAS ABLE TO STORD. THE SECOND INCIDENT OCCURRED ABOUT AN HOUR LATER WHEN I ARRIVED HOME. I WAS BACKING THE TRUCK DOWN A CURVED, GRAVEL DARVENTOWARD A TUCK-UNDER GARGE. THE TOTAL DISTANCE TO BE TRAVELED WAS ABOUT 30 FEET. EASING DOWN IN THE TURN, I HAD TRAVELED WAS ABOUT 30 FEET. EASING DOWN IN THE TURN, I HAD TRAVELED WAS ABOUT 30 FEET. EASING DOWN IN THE TURN, I THAD TWAS NEEDED TO BACK DOWN AT 1-2 MPH; NO GAS WAS APPLED). THE VEHICLE SUDDENNY LURCHED BACKWARDS. AGAIN, I HAD TO STAND ON THE BRAKES WHILE THE ENGINE REVVED AND THE REAR TIRES SPUN AND THREW GRAVEL, DIGGING 3-4 INCHES DEEP INTO THE GAVEL SUPPLED, TOOR THE TRUCK TO MY TOON THE BACKWARDS. AGAIN, I HAD TO STAND ON THE BRAKES WHILE THE ENGINE REVVED AND THE REAR TIRES SPUN AND THREW GRAVEL, DIGGING 3-4 INCHES DEEP INTO THE QAVEL SUPPLED, TOOR THE TRUCK TO MY TOYOTA DEALER. THE VERE LUNDER COPANING A CASE FILE WITH TOYOTA DEALER. THE VERE UNDARY I TOYOTA DEALER. THE VERE UNDARY CASING MONDAY I TOYOTA DEALER. THE VERE UNDARY I TOYOTA DATION FROM THE MANUFACTURER. *TR VERE LALSO 10216086 *DSYL]	ONTANEOUS AND UNCONTROLLED (O HOURS. THE FIRST WAS ON THE JT TO ALLOW A FASTER CAR TO PA TURNING BACK TOWARD THE HIGH PPING ON MY BRAKE PEDAL, THE CAS S FORCED TO STAND ON THE BRAKE 34 FEET INTO THE TRAFFIC LANE SECOND INCIDENT OCLORRED ABO GME. I UAS BACKING THE TRUCKE ARD A TUCK-UNDER GARAGE. THE WAS ABOUT 30 FEET. EASING DOWN 20 FEET WITH MY FOOT ON THE BRAKE SIDEDED TO BACK DOWN AT 1-2 MI SIDENLY LURCHED BACKWARDS. A HILE THE ENGINE REVED AND THE RUCK TO MY TOYOTA DEALER. THE CUL, DIGGING 3-4 INCHES DEEP INT AS ABLE TO TURN OT FTHE ENGINE. ITLE THE ENGINE REVED AND THE TRUCK TO MY TOYOTA DEALER. THE CUL, DIGGING 3-4 INCHES DEEP INT ON FROM THE MANUFACTURER. *TI VITH TOYOTA ON THE INCIDENTS A IN FROM THE MANUFACTURER. *TI		Re: Z	Ž	Num. Deat hs:	Omfidential:	z
Consumer Information	nation	[
Title:	MR.	Address:	Zp (Zip Code:	Eveni	Evening Phone:	Country Phone Code:	ode:
Name:		City: Helena	Con	Country: UNITED STATES	ES	Email:		
Org.:		State: MONTANA	Daytime Phone:	one:		Fax:		
Product Information	ition							
<u>Vehicle Information</u>	ation							
Product:	Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Model :TACOMA Model Year :2006 Type :TRUCK	itegory :LIGHT VEHICLES RPORATION Make :TOYOTA • Type :TRUCK		Failure Mileage:	: 24500		Antilock Brakes: Y	
AIIV V	5TEUU42N26Z	Original Owner: N		Body Style:			Speed: 3	
# of Cylinders:	6	Engine Size: 4.0 L) L	Fuel Type:	e: GAS		Powertrain: 4 WHEEL DRIVE	DRIVE
Cruise Control:	۲	Vehicle Usage:		Purchase Date:	e: 10-MAY-2006		Fuel System: FUEL INJECTION	ECTION
Current Mileage:	24571	Transmission Type: AU	AUTOMATIC					
Component:	- 180000 VEHICLE SPEED CONTROL							
Dealer Type:	SALES DEALER		Dealer Name: HELE	HELENA MOTORS			State: MT	
Address1:	3365 HIGHWAY 12 EAST		Work Phone: 406-	406-442-6310			Zip Code: 59601	
Address2:		T	Home Phone:				Country Edt.:	

City: Helena Country: US

Fax: 406-449-4158 **Email:**

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Complaint Information	mation						
;#IOO	10212656		Referra	Referral Source:		Num Injured: 1	Property Damage:
Received Date:	24-DEC-2007	Incident Date: 23-DEC-2007		Crash: Y		Num Occurrences: 2	Police Report:
Description:	I WAS DRIVING MY 2007 TOYO FOOT ON THE ACCELERATOR NOTICE I LOST CONTROL OF BARRIER. THERE IS SUBSTAN ALSO INJURED. IT HAPPENED / AND I DIDNT THINK MUCH OF	I WAS DRIVING MY 2007 TOYOTA TACOMA DOWN A HILL AND WITHOUT MY FOOT ON THE ACCELERATOR THE VEHICLE ACCELERATED WITHOUT NOTICE I LOST CONTROL OF THE VEHICLE AND RAN INTO A CONCRETE BARRIER. THERE IS SUBSTANTIAL DAMAGE TO MY VEHICLE AND I WAS ALSO INURED. IT HAPPENED ABOUT A MONTH AGO FOR THE FIRST TIME AND I DIDN'T THINK MUCH OF IT OR IT WAS NOTHING SERIOUS. *TR	TTHOUT MY OUT ONCRETE DI WAS I WAS *TTME	Fire:		Num Deaths: 0	Confidential:
Consumer Information	mation						
Title:	MR.	Address:		Zip Code:		Evening Phone:	Country Phone Code:
Name:		City: CAMPBELL		Country: UNI	UNITED STATES	Email:	
Org.:		State: OHIO	Dayti	Daytime Phone:		Fax:	
Product Information	ation						
<u>Vehicle Information</u>	<u>ration</u>						
Product:		Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA	_				
	Model :TACOMA Model Year :2007 Type :TRUCK	:2007 Type :TRUCK		Failur	Failure Mileage:	5200	Antilock Brakes: Y
NIN N	5TETX22N27Z	Original Owner:	×		Body Style:	PICKUP TRUCK	Speed: 35
# of Cylinders:	4	Engine Size:	2.8 LITERS		Fuel Type:	GAS	Powertrain: REAR WHEEL DRIVE
Cruise Control:	٢	Vehicle Usage:		Purc	Purchase Date:	29-AUG-2007	Fuel System: FUEL INJECTION
Current Mileage:	5200	Transmission Type:	AUTOMATIC				
Component:	180000 VEHICLE SPEED CONTROL	SOL					
Dealer Type:	SALES DEALER		Dealer Name:	TOYOTA OF WARREN	RREN		State: OH
Address1:	3810 YOUNGSTOWN RD SE		Work Phone:	3305458095			Zip Code: 44484
Address2:			Home Phone:				Country Ext.:
City:	City: WARREN		Fax:				
Country: US	SN		Email:				

;#IOO	10212602	Ľ	Referral Source:	INTERNET OTHER SITE	E Num Injured: 0	Property Damage:
Received Date:	23-DEC-2007	Incident Date: 23-DEC-2007	Crash:	×	Num Occurrences: 1	Police Report:
Description:	RETURNING HOME FROM A SH BROUGHT THE VEHICLE TO A C ALL OF A SUDDEN WITHOUT W HIGH. I PUSHED DOWN HARD LURCHED FORWARD HITTING 1 DAMAGE TO THE BUILDING ANI THE ENGINE. THE OEM FLOOR THE PEDAL. NO PERSONAL INJ	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 REWED VERY HIGH. I PUSHED DOWN HARD ON THE BRAKE BUT THE VEHICLE STILL LURCHED FORWARD HITTING THE GARAGE DOOR AND SIDE WALL CAUSING DAMAGE TO THE BUILDING AND VEHICLE. I SHUT OFF THE ENGINE TO KILL THE ENGINE. THE OEM FLOOR MATS WERE IN PLACE AND DID NOT AFFECT THE PEDAL. NO PERSONAL INURIES - JUST A VERY SHAKEN FAMILY. *TR	С. L	z	Num Deaths: 0	Confidential:
Consumer Information	nation					
Title:	MR.	Address:	Zip Code:		Evening Phone:	Country Phone Code:
Name:		City: FPO AE	Country:	" UNITED STATES	Email:	
Org.:		State: ARMED FORCES EUROPE	Daytime Phone:		Eax:	
Product Information	ition					
Vehicle Information	ation	1				
Product:		Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Model :TATOMA Model Year :2007 Type :TRUCK		ioneolin on tie		Antinck Beskac: V
	' Lo	Original Owner: Y				
					DOCK	c :beed:
# of Cylinders:	0	Engine Size: 4000		Fuel Type: GAS	IS SI	Powertrain: 4 WHEEL DRIVE
Cruise Control:	Y	Vehicle Usage:		Purchase Date: 27	27-FEB-2007	Fuel System: FUEL INJECTION
Current Mileage:	8350	Transmission Type: AUTOMATIC	ПС			
Component:	180000 VEHICLE SPEED CONTROL	101				
Dealer Type:	SALES DEALER	Dealer Name:		WOLFCHASE TOYOTA		State: TN
Address1:		Work Phone:	hone:			Zip Code:
Address2:		Home Phone:	hone:			Country Ext.:
City:	BARTLETT		Fax:			
Country: 115	51		Email			

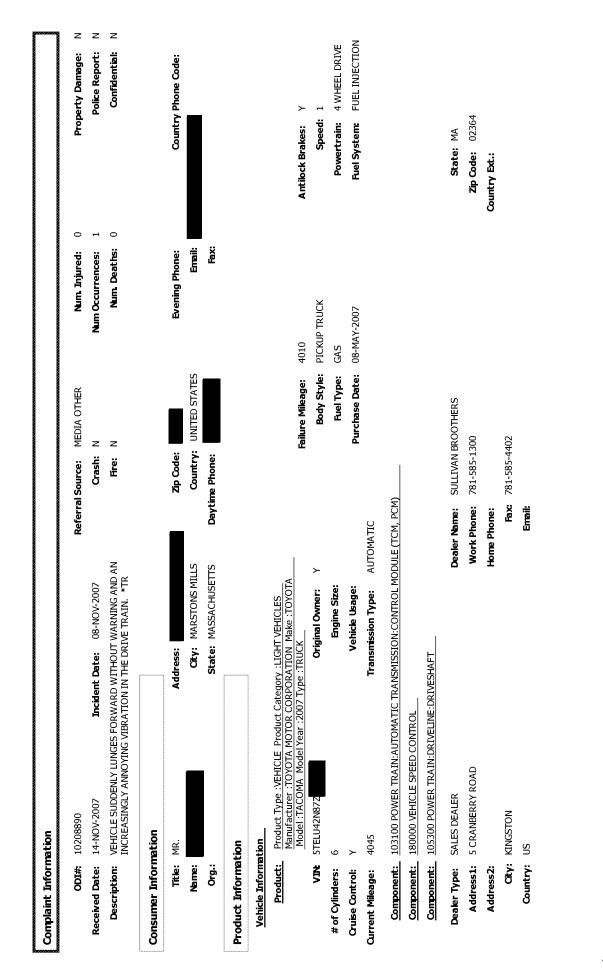
Detail
<u>Complaint</u>

ODI# 10212294 Received Date: 19-DEC-2007 Incident Date: 18-DEC-20 Pescription: TL*THE CONTACT OWNS A 2007 TOYOTA TACOMA. WHILE I THE GARAGE AND ATTEMPTING TO PARK WITH THE BRAKE P DEPRESEED, THE VEHICLE SURGED FORWARD AND STRUCK. WALL. THE VEHICLE SUSTAINED MINOR DAMAGE: THERE W INUURIES: THE DEALER WAS NOTIFIED AND THE CONTACT NUUNCES. WARD FAILURE MILEAGES WERE 6,400. AND FAILURE MILEAGES WERE 6,400. Address: Title: MR. Address: Onsumer Information Address: Onsult Address: Onsult Benetic E or Consumer Information Yan State: NEW HAM VID Statulation	ent Date: 18-DEC-2007 DTA TACOMA. WHILE DRIVING INTO RK WITH THE BRAKE PEDAL RWARD AND STRUCK A TABLE AND A DR DAMAGE. THERE WERE NO ED AND THE CONTACT NO LONGER SPEED WAS UNKNOWN. THE CURREN SPEED WAS UNKNOWN. THE CURREN Address: City: CENTER CONWAY State: NEW HAMPSHIRE	aferral Source: N Crash: Y Fire: N Fire: N Zip Code: Country: Daytime Phone:	NHTSA HOTLINE Y N	Num Injured: 0 Num Occurrences: 1	Property Damage:
Received Date: 19-DEC-2007 Description: TL*THE CONTACT OWNS A 20 THE GARAGE AND ATTEMPTIN THE GARAGE AND ATTEMPTIN DEPRESSED, THE VEHICLE SUFTAIN WAIL: NULL: THE VEHICLE SUFTAIN WALL: THE VEHICLE SUFTAIN NULL: THE VEHICLE NOR THE MR. Nor THE Org.: Org.: Org.: Product Type :VEHICLE Prod Product: Product Type :VEHICLE Prod Manufacturer :TOYOTA MOTI Model :TACOMA Model Year VID4< STEUU42NS7Z	Incident Date: 18-DEC-2007 007 TOYOTA TACOMA. WHILE DRIVING INTO WG TO PARK WITH THE BRAKE PEDAL RGED FORWARD AND STRUCK A TABLE AND A RIGED FORWARD AND STRUCK A TABLE AND A VED MINOR DAMAGE. NOTTFFIED AND THE CONTACT NO LONGER .NOTTFFIED AND THE CURRENCE LE. THE SPEED WAS UNKNOWN. THE CURRENCE .NOTER Address:	Crash: Y Fire: N Zip Code: Country: Daytime Phone:			
Description: TL*THE CONTACT OWNS A 20 THE GARGE AND ATTEMPTIN DEPRESSED, THE VEHICLE SUR WALL: ND FAILURE STAIN INURIES. THE VEHICLE SUR WALTS TO DRIVE THE VEHICLE WANTS TO DRIVE THE VEHICLE AND FAILURE MILEAGES WERI MANTS TO DRIVE THE VEHICLE Prod Product Information Product Information VEHICLE Prod Manufacturer :TOYOTA MOTI Model :TACOMA Model Year VID STEUU42NS7Z	007 TOYOTA TACOMA. WHILE DRIVING INTO VG TO PARK WITH THE BRAKE PEDAL IRGED FORWARD AND STRUCK A TABLE AND A VED MINOR DAMAGE. THERE WERE NO INOTFIELD AND THE CONTACT NO LONGER LE. THE SPEED WAS UNKNOWN. THE CURREN E 6,400. Address: CRY: CENTER CONWAY State: NEW HAMPSHIRE	Hre: N Zip Code: Country: Daytime Phone:			Police Report:
Consumer Information Title: MR. Name: MR. Name: Name Org.: Org.: Org.: Org.: Product Information Vehicle Information Manufacturer :TOYOTA MOTI Model :TACOMA Model Year VIDA 5TEUU42N572	Address: City: CENTER CONWAY State: NEW HAMPSHIRE			Num Deaths: 0	Confidential:
Title: MR. Name: A.	Address: City: CENTER CONWAY State: NEW HAMPSHIRE				
Name: Content Org.: Org.: Org.: Org.: Product Information Enduct Type :VEHICLE Product Product: Product Type :VEHICLE Product Product: Product Type :VEHICLE Product Manufacturer :TOYOTA MOTI Model :TACOMA Model Year VIDE STEUU42NS72	City: CENTER CONWAY State: NEW HAMPSHIRE			Evening Phone:	Country Phone Code:
Org.: Product Information Vehicle Information Vehicle Information Manufacturer :TOYOTA MOTI Model :TACOMA Model Year VID4 STEUU42NS72	State: NEW HAMPSHIRE	Daytime Phone:	UNITED STATES	Email:	
Product Information Vehicle Information Product: Product Type :VEHICLE Prod Manufacturer :TOYOTA MOTI Model :TACOMA Model Year VIN 5TEUU42N572				Fax:	
Vehicle Information Product: Product Type :VEHICLE Prod Manufacturer :TOYOTA MOTI Model :TACOMA Model Year VINk 5TEUU42N572					
, in					
<u>ک</u> ا '	Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA				
	:	Fail		6400	Antilock Brakes: Y
	Original Owner: Y		Body Style:	PICKUP TRUCK	Speed:
# of Cylinders: 6	Engine Size: 3.1		Fuel Type:	GAS	Powertrain: 4 WHEEL DRIVE
Cruise Control: Y	Vehicle Usage: RECREATIONAL		Purchase Date:	16-NOV-2006	Fuel System: FUEL INJECTION
Current Mileage: 6400	Transmission Type: AUTOMATIC	IC			
Component: 180000 VEHICLE SPEED CONTROL	ROL				
Dealer Type: SALES DEALER	Dealer Name:	ame: Berling City			State: NH
Address1:	Work Phone:	hone:			Zip Code:
Address2:	Home Phone:	ione:			Country Ext.:
City: Berlin		Fax:			
Country: US		Email:			

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Complaint Information	mation					
HIQO	: 10211100		Referral Source:	INTERNET OTHER SITE	Num Injured: 0	Property Damage: N
Received Date:	: 07-DEC-2007 Incident Date:	tt Date: 06-DEC-2007	Crash:	z	Num Occurrences: 50	Police Report: N
Description:	SEVERAL PROBLEMS WITH LURCHING, SUDDEN ACCELERATION, AND HIGH IDLE. WHEN STOPPED WITH FOOT SQUARELY ON THE BRAKE (AND ONLY THE BRAKE), THERE WILL BE A SUDDEN LURCH THAT IS OFTEN STRONG ENOUGH TO OVERCOME THE BRAKE, NEARLY CAUSING SEVERAL ACCIDENTS WITH THE CAR. IN FRONT OF ME. ALWAYS SEEM TO BE PRESSING THE BRAKE, THE TRUCK ACCELERATES ABOUT 100 RPM BEFORE EVEN TOUCHING THE ACCELERATOR PEDAL, AND BEGINS MOVING SIGNIFICANTLY. WHEN DECELERATING TO A STOP, HAVE HAD SEVERAL ILET OFF THE BRAKE, THE TRUCK ACCELERATIS ABOUT 100 RPM BEFORE EVEN TOUCHING THE ACCELERATING TO A STOP, HAVE HAD SEVERAL INFSTANCES OF SUDDEN RPM AND ACCELERATION. THIS ALSO OCCURS WHEN GENTLY PULLING INTO MY GRAGE - THE ENGINE SUDDENLY LURCHES, AND HAS INEARLY CAUSED MF TO DAMAGE MY GRAGE. HAVE HAD SEVERAL INSTANCES WHERE BRAKING TO STOP, BUT THE ENGINE LURCHES GREATLY (SEVERAL HUNDRED RPM), I ALMOST CAN'T GET THE TRUCK TO STOP, AND HAS INEARLY CAUSED NEWTING TO STOP, BUT THE ENGINE LURCHES GREATLY (SEVERAL HUNDRED RPM), I ALMOST CAN'T GET THE TRUCK TO STOP, AND HAS INEARLY CAUSED SEVERAL ACCIDENTS. I HAVE BREN FORTUNATE SO FAN, BUT AFRAID IT WON'T LAST. ALL OF THE TRUCK TO STOP, AND HAS INERLY CAUSED SEVERAL ACCIDENTS. I HAVE BROKENED WHEN THE AC/COMPRESSOR IS RUNNING - THE IDLE RPM INCREASED ABOUT 300 RPM (WAY MORE THAN INCREASER ABOUT 300 RPM (WAY MORE THAN INCREASES ABOUT TO WORSENED WHEN SIGNED AFRONTING THE LURCHING OCCURS WHILE DOWN-SHIFTING DURING DECELERATION. THESE PROBLEMS HAPPEN TO ME REGULARLY - AND ALWAYS OCCUR WHEN RUNNING THE ACCOMPRESSOR. PLEASE ADDRESS ASAP. THANKS. ATR RUNNING THE ACCOMPRESSOR. PLEASE ADDRESS ASAP. THANKS. ATR RUNNING THE ACCOMPRESSOR. PLEASE ADDRESS ASAP. THANKS. ATR	UDDEN ACCELERATION, AND HIGHARELY ON THE BRAKE (AND ONLY LURCH THAT IS OFTEN STRONG ARLY CAUSING SEVERAL F ME. ALWAYS SEEM TO BE OTTON AND STAY STOPPED. WHEN COTTON AND STAY STOPPED. WHEN ELERATES ABOUT 100 RPM BEFORE DAL, AND BEGINS MOVING TO A STOP, HAVE HAD SEVERAL LERATION. THIS ALSO OCCURS E. THE RAGING SUNDENLY TO A STOP, HAVE HAD SEVERAL TO A STOP, HAVE HAD SEVERAL TO A STOP, HAVE HAD SEVERAL TO A STOP, BUT THE ENGINE BAL, AND BEGINS MOVING TO A STOP, BUT THE ENGINE RPM), I ALMOST CAN'T GET THE SED SEVERAL ACCIDENTS. I HAVE I'T WON'T LAST. ALL OF THIS IS RE SEVERAL ACCIDENTS. I HAVE I'T WON'T LAST. ALL OF THIS IS R IS RUNNING - THE IDLE RPM E THAN NECESSARY), AND ALSO C.H. SOMETIMES IT SEEMS THAT ARLY - AND ALWAYS OCCUR WHEI SE ADDRESS ASAP. THANKS. *TR) HIGH Free DNLY NIG WHEN FFORE FFORE RAL JRS AVE RAL JRS AVE HAT M M M SIS SIS SIS SIS SIS M M M M M M M	z	Num Deaths: 0	Confidentia: R
Consumer Information	mation					
Title:	MR.	Address:	Zip Code:		Evening Phone:	Country Phone Code:
Name:		City: FISHERS	Country:	UNITED STATES	Email:	
Org.:		State: INDIANA	Daytime Phone:		Гах:	
Product Information	ation					
Vehicle Information	mation					
Product:		ory :LIGHT VEHICLES <u> <u> </u> </u>				
	MOUELLACOMA MOUELTEAL 2000 TYPE TRUCK	Original Owner: Y		Failure Mileage: 1/000 Bodi Studio: 1 2000	0	Antilock Brakes: Y
# of Cylinders:	Q	Engine Size: 4.0 L	Ŀ		Ś	Powertrain: REAR WHEEL DRIVE
Cruise Control:	*	Vehicle Usage:			15-APR-2006	
Current Mileage:	17000	Transmission Type: AUT	AUTOMATIC			
Component:	180000 VEHICLE SPEED CONTROL					
Dealer Type:	SALES DEALER	å	Dealer Name: Butler Toyota	ууота		State: IN
Address1:		×	Work Phone:			Zip Code:
Address2:		£	Home Phone:			Country Ext.:
City:	City: INDIANAPOLIS		Fax:			
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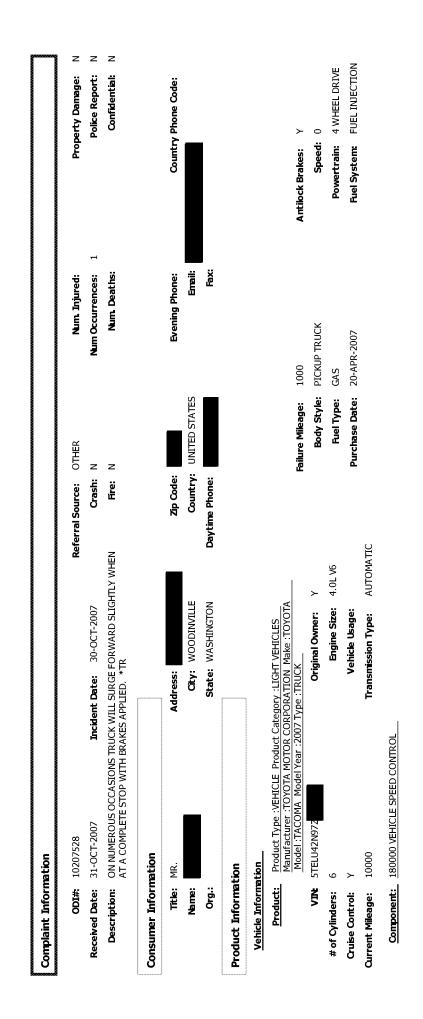


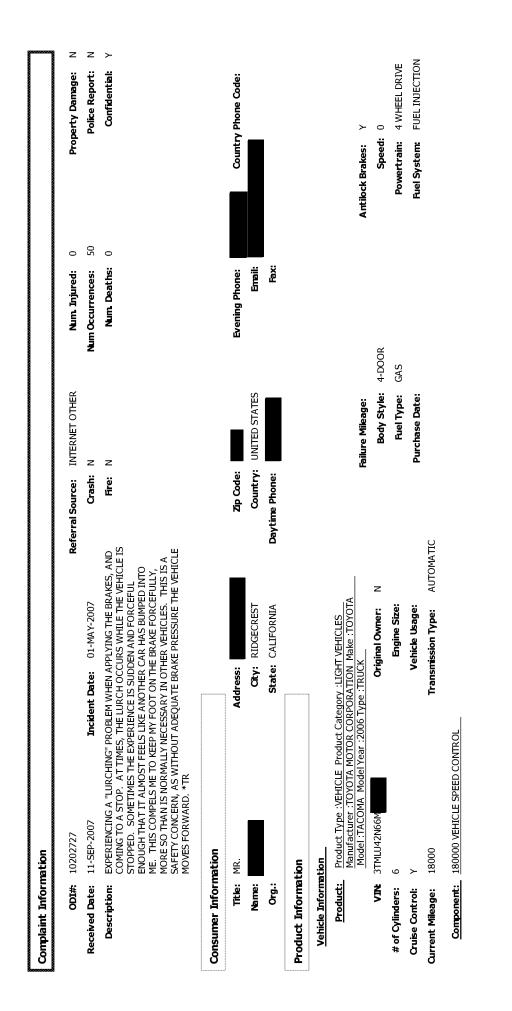


Complaint Information	nation						
ODI#:	10208868	Re	Referral Source:	INTERNET	Num Injured: 0		Property Damage: N
Received Date:	13-NOV-2007	Incident Date: 10-NOV-2007	Crash:	z	Num Occurrences: 6		Police Report: N
Description:	I WAS DRIVING DOWNHILL ON A CURVEY ROAD WHEN I BEGAN TO BRATHE ENGINE SURGED I APPLIED THE BRAKES AND THE TRUCK SLOWED. APPROXIMATELY 5 MILES LATER I WAS APPROACHING A STOP SIGN AT USUALLY VERY BUSY INTERSECTION (ROUTE 2 IN MASSACHUSETTS) I APPLIED THE BRAKES AND THE ENGINE SURGED BEFORE I COULD STOF TRUCKI WAS 10 FOR TOWING OTHERWISE WE WOULD HAVI HIT IN THE SIDE DOORS. THIS PROBLEM HAS BEEN OCCURRING INTERMITTENTLY SINCE I PURCHASED THE VEHICLE IN JUNE BUT I HAL MADE EXCUSES AND IT WAS NEVER RTO THE EXTENT THAT OCCURRED PAST WEEK. *TR	I WAS DRIVING DOWNHILL ON A CURVEY ROAD WHEN I BEGAN TO BRAKE THE ENGINE SURGED I APPLIED THE BRAKES AND THE TRUCK SLOWED. APPROXIMATELY 5 MILES LATER I WAS APPROACHING A STOP SIGN AT A USUALLY VERY BUSY INTERSECTION (ROUTE 2 IN MASSACHUSETTS) I APPLIED THE BRAKES AND THE ENGINE SURGED BEFORE I COULD STOP THE TRUCK I WAS 10 FEET BEYOND THE STOP SIGN IN THE INTERSECTION. FORTUNATELY, NO CARS WERE COMING OTHERWISE WE WOULD HAVE BEEN HIT IN THE SIDE DOORS. THIS PROBLEM HAS BEEN OCCURRING INTERMITTENTLY SINCE I PURCHASED THE VEHICLE IN JUNE BUT I HAD MADE EXCUSES AND IT WAS NEVER RTO THE EXTENT THAT OCCURRED THIS PAST WEEK. *TR	Hre:	z	Num Deaths: 0		Confidential: N
Consumer Information	nation						
Title:		Address:	Zip Code:		Evening Phone:	Country Phone Code:	one Code:
Name:		City: WEST ROXBURY	Country:	UNITED STATES	Email:		
Org.:		State: MASSACHUSETTS	Daytime Phone:		Fax:		
Product Information	ition						
Vehicle Information	ation						
Product:	Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA	ategory :LIGHT VEHICLES DRPORATION Make :TOYOTA		1			
	Model : IACUMA Model Tear : 2007 19pe : IKUCN	:	-	Failure Mileage:		Antilock Brakes: Y	
Ϋ́Α	5TEUU42N67Z	Original Owner: Y		Body Style:	PICKUP TRUCK	Speed: 40	
# of Cylinders:	6	Engine Size:		Fuel Type:	GAS	Powertrain: 4 W	4 WHEEL DRIVE
Cruise Control:	Z	Vehicle Usage:		Purchase Date:	31-MAY-2007	Fuel System: FUE	FUEL INJECTION
Current Mileage:	8800	Transmission Type: AUTOMATIC	()				
Component:	180000 VEHICLE SPEED CONTROL						
Dealer Type:	SALES DEALER	Dealer Name:	me: Clair toyta	A.		State: MA	
Address1:		Work Phone:	one:			Zip Code:	
Address2:		Home Phone:	ine:			Country Ext.:	
City:	City: WEST ROXBURY		Fax:				
Country:	US	۵ I	Email:				
TO							

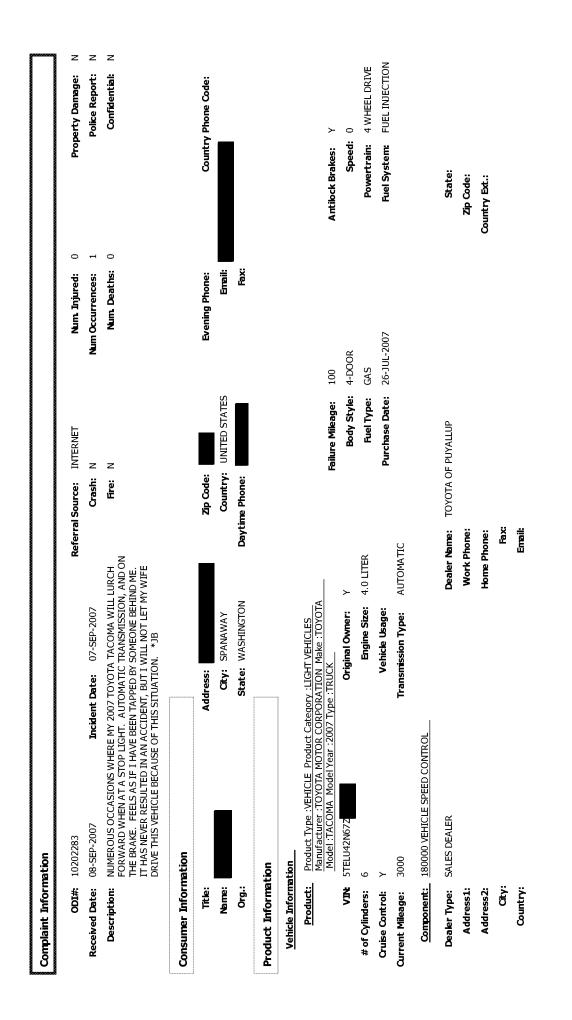
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;#IQO	10208120		Referral Source:	NHTSA HOTLINE	Num Injured: 0	Property Damage: N
Received Date:	07-NOV-2007	Incident Date: 05-NOV-2007	Crash:	z	Num Occurrences: 1	Police Report: N
Description:	TL*THE CONTACT OWNS A : RED LIGHT WITH THE BRAKE THE VEHICLE ACCELERATED WAS FINALLY ABLE TO STOF NEUTRAL. HE THEN DROVE SERVICE REPRESENTATIVES THING. THE FAILURE WAS I REMAINED PARKED BECAUSI UNSAFE TO DRIVE. THE VIN THE CURRENT MILEAGE WAS	TL*THE CONTACT OWNS A 2007 TOYOTA TACOMA. WHILE STOPPED AT A RED LIGHT WITH THE BRAKE PEDAL DEPRESSED, THE ENCINE REVVED AND THE VEHICLE ACCELERATED INTO ONCOMING TRAFFIC. THE CONTACT WAS FIMALLY ABLE TO STOP THE VEHICLE BY SHIFTING FROM DRIVE INTO NUTRAL. HE THEN DROVE DIRECTLY TO THE DEALER AND TWO DIFFRENT SERVICE REPRESENTATIVES STATED THAT THEY NEVER HEARD OF SUCH A THING. THE FAILURE WAS UNABLE TO BE DUPLICATED. THE VEHICLE BY THING. THE FAILURE WAS UNSAFE TO DRIVE. THE CONTACT BELLEVES THE VEHICLE IS UNSAFE TO DRIVE. THE VIN, ENGINE SIZE, AND SPEED WERE UNKNOWN. THE CURRENT MILEAGE WAS 6,567 AND FAILURE MILEAGE WAS 6,525.	T.T.A AND T.T.O R.R.ENT HA.A M.	z	Num Deaths: 0	Confidential: N
Consumer Information	nation					
Title:	MR.	Address:	Zip Code:	ä	Evening Phone:	Country Phone Code:
Name:		City: GOODLETTSVILLE	Country:	y: UNITED STATES	Email:	
Org.:		State: TENNESSEE	Daytime Phone:		Fax:	
Product Information Vehicle Information	ation					
Product:	Product Type :VEHICLE Pri Manufacturer :TOYOTA MC	Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA				
	Model :TACOMA Model Year :2007 Type :TRUCK	ar :2007 Type :TRUCK		Failure Mileage:	6525	Antilock Brakes: Y
λ Π Λ		Original Owner: Y		Body Style:	PICKUP TRUCK	Speed:
# of Cylinders:	6	Engine Size:		Fuel Type:	GAS	Powertrain: REAR WHEEL DRIVE
Cruise Control:	×	Vehicle Usage: RECRE	RECREATIONAL	Purchase Date:	09-FEB-2007	Fuel System: FUEL INJECTION
Current Mileage:	6567	Transmission Type: AUTO	AUTOMATIC			
Component:	180000 VEHICLE SPEED CONTROL	JTROL				
Dealer Type:	SALES DEALER	Deal	Dealer Name: Meriett	MERIETTA TOYOTA		State:
Address1:		Moi	Work Phone:			Zip Code:
Address2:		Нот	Home Phone:			Country Edt.:
Cîty:			Fax:			
Country.			Curril.			





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;#IQO	10201655		Referral Source: AC	ACQUAINTANCE	Num Injured: 1	Property Damage:	amage:
Received Date:	01-SEP-2007	Incident Date: 08-JUN-2007	Crash: Y		Num Occurrences: 5		Police Report:
Description:	OVER A PERIOD OF SEVER TOYOTA TACOMA, I EXPER INCIDENT: STOPPED AT A THE TRUCK LUNGED FORW THEY COULD NOT FIND AN GAS STATION DRIVE WITH REAR WHEELS BEGAN SPIN REAR WHEELS BEGAN SPIN BRAKE AS HARD AS I POSS THREE WEERS LARGA AND THREE WEERS LARGA AND THREE WEERS LARGA TO KEEP FROM STRIKING / ACCELERATED TO A HIGH TO KEEP FROM STRIKING / ACCELERATED TO A HIGH THOUSAND YARDS TO GAI FIX THE POURTH INCIDENT O HIGHWAYY. I TAPPED THE ACCELERATED TO A HIGH OUTCKLY. FINALLY THE FIT WAS ON THE L-24 WHERE IT WAS WHELE IN THE SUNDENT O HIGHWAYY. I TAPPED THE ACCELERATED TO A HIGH OUTCKLY. FINALLY THE FIT WAS NOVING OVER TO THE RIG WHELE IN THE SUNDENT O THE LEFT AND, STILL ACCE EMBANNINGENT, FIRS. ATP SFINALLY LANDING ON ITS I THE LEFT AND, STILL ACCE EMBANNING OVER TO THE RIG WHELE IN THE SUNDENT O THE LEFT AND, STILL ACCE EMBANNING NITS I THE LOURTH I ANDING NITS I THE LEFT AND, STILL ACCE EMBANNING NITS I THE LEFT AND, STILL ACCE EMBANNING NITS I THE LEFT AND, STILL ACCE EMBANNING NITS I THE LOURTH I ANDING NITS I THE LEFT AND, STILL ACCE EMBANNING NITS I THE LOURTH I ANDING NITS I THE LOURTH I AND STILL ACCE EMBANNING NITS I THE LOURTH I AND STILL ACCE EMBANNING NITS I THE LEFT AND STILL ACCE EMBANNING NITS I THE LOURTH I AND STILL ACCE END AND AND AND AND AND AND AND AND AND A	OVER A PERIOD OF SEVERAL MONTHS AFTER PURCHASING A NEW 2007 TOYOTA TACOMA, I EXPERIENCED FIVE INCIDENTS OF INCIDENT: STOPPED AT RAFFIC LIGHT WITH MY FOOT ON THE BRAKE THE TRUCK LUNGED FORWARD A FEW FEET. THE DEALERSHIP TOLD ME THEY COULD NOT FIND ANY PROBLEM. A MONTH LATER, STOPPED IN A GAS STATTON DRIVE WITH MY FOOT ON THE BRAKE WAITTING TO EXIT, THE BRAKE AS HARD AS I POSSIBLY COULD TO KEEP FROM ENTERLING TO EXIT, THE BRAKE AS HARD AS I POSSIBLY COULD TO KEEP FROM ENTERLING TO EXIT, THREE WEEKS JFTER, APPROACHING THE BOTTOM OF A HILLY SHARP TURN, I TAPPED THE BRAKES TO SLOW DOWN. AGAIN THE REAR WHEELS ACCELERATED TO A HIGH RATE OF SPEED. I COULD NOT STOP THE TRUCK TO KEEP FROM STRIKING A VAN IN FROMT OF ME SO I CROSSED OVER A DOUBLE YELLOW LINE TO ANOTH OF ME SO I CROSSED OVER A THOUSAND YARDS TO GAIN COMPROL. IT TOOK ABOUT A THE FOURTH INCIDENT OCCURRED ON AN ENTRANCE ACCELERATED TO A HIGH RATE OF SPEED. I COULD NOT STOP THE TRUCK THE FOURTH INCIDENT OCCURRED ON AN ENTRANCE ACCELERATED TO A HIGH RATE OF SPEED. I COULD NOT STOP THE TRUCK TOUDBLE YELLOW LINE TO ANOTH A COLLISION. IT TOOK ABOUT A THOUSAND YARDS TO GAIN COMPROL. THE DEALERSHIP SJID, WE CAN'T FIX THE PROBLEM' UNTIL WE CAN DUPLICATE IT'. I CALLED TOYOTA OF AMERICA, AGAIN ONLY TO BE TOLD THAT TOYOTA COULD DO NOTHING. THE FOURTH INCIDENT OCCURRED ON AN ENTRANCE RAMP TO A HIGHWAY. I TAPPED THE BRAKES TO SLOW DOWN. THE VEHICLE ACCELERATED TO A HIGH RATE OF SPEED. I GOT IT UNDER. CONTROL OUTCKLY. FINALLY THE FIFTH AND FINAL INCIDENT. COMING OUT OF MASHVILLE WHERE IT WAS RAINING LARD. I GOT FURTHER NORTHBOUND ON THE 1-24 WHEELS ACCELERATED TO A VERY HER TO THE WAY REAKES. THE REAR WHELLS ACCELERATED TO A VERY HIGH RATE OF SPEED CAUSING THE RUCK TO HYDROPLANE. THE REAR END OF THE TRUCK SPUNN AROUND TO RULLS ACCELERATED TO A VERY HIGH RATE OF SPEED CAUSING THE EMBANWER, FIRST SKIDDING SIDEWAYS THEN THE FRUCK SPUNN AROUND TO ROLL SEVERAL TIMES. IT STRUCK A RUT CAUSING IT TO GO AIRBORNE FINALLY LANDING ON ITS ONO. DOR ON THE OR AIRBORNE FINALLY LANDING ON I			Num Deatths: 0		Confidential:
Consumer Information	mation						
Title:	MR.	Address:	Zip Code:		Evening Phone:	Country Phone Code:	:Code:
Name:		City: DOVER	Country: U	UNITED STATES	Email:		
Org.:		State: TENNESSEE	Daytime Phone:		Fax:		
Product Information	ition						
Vehicle Information	ation						
Product:		Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Model : TACOMA Model Year : 2007 Type : TBLICK	2	an the second		× ••••••••••••••••••••••••••••••••••••	
Ϋ́Ε.Υ	۲ '	Original Owner: Y	2		PICKUP TRUCK	÷	
# of Cylinders:	6	Engine Size: 4.0 LITRE	Е		GAS		4 WHEEL DRIVE
Cruise Control:	¥	Vehicle Usage:	Ē	Purchase Date:	31-OCT-2006	Fuel System: FUEL	FUEL INJECTION

16200
Current Mileage:

Transmission Type: AUTOMATIC

Component: 180000 VEHICLE SPEED CONTROL

Dealer Type: SALES DEALER

Address1: 2420 EAST WOOD ST.

Address2:

City: PARIS Country: US

Fax: UNK Email: UNK

Home Phone:

Dealer Name:PEPPERS TOYOTAWork Phone:731/642-3900

State: TN Zip Code: 38242 Country Ext.:

TOY-RQ-00030494

Detail	
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Complaint Information	nation						
ODI#:	10201595		Referral Source: NHTSA HOTLINE	NHTSA HOTLINE	Num Injured: 0	Property Damage: N	
Received Date:	31-AUG-2007 Incident Date:	. Date: 22-AUG-2007	Crash: N	z	Num Occurrences: 2	Police Report: N	_
Description:	TL*THE CONTACT OWNS A 2006 TOYOTA TACOMA. WHILE DRIVING 30 MPH, THE VEHICLE ACCELERATED UNCONTROLLABLY TO 95 MPH. THE DEALER STATED THAT A TOYOTA ENGINEER NEEDED TO REPAIR THE VEHICLE, HOWEVER, ONE WOULD NOT BE AVAILABLE UNTIL SEPTEMBER 24, 2007. THE DEALER INFORMED THE CONTACT THAT HE COULD DRIVE THE VEHICLE IN THE INTERIM. THE VIN AND ENGINE SIZE WERE UNKNOWN. THE CURRENT AND FAILURE MILLAGES WERE 17,000.	TACOMA. WHILE DRIVING LABY TO 95 MPH. THE DEL DED TO REPAIR THE VEHICL BED UNTIL SEPTEMBER 24, 2 BLE UNTIL SEPTEMBER 24, 2 HE COULD DRIVE THE VEHIC WERE UNKNOWN. THE CU	3 30 MPH, Fire: ALER E, 007. THE CLE IN JRRENT	z	Num Deaths: 0	Confidential: N	_
Consumer Information	mation						
Title:	A	Address:	Zip Code:		Evening Phone:	Country Phone Code:	
Name:		City: Portland	Country:	UNITED STATES	Email:		
Org.:		State: OREGON	Daytime Phone:		Fax:		
Product Information	ltion						
Vehicle Information	<u>ation</u>	-					
Product:	Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Model :TACOMA Model Year :2006 Type :TRUCK	ry :LIGHT VEHICLES RATION Make :TOYOTA e :TRUCK	1	Failure Mileade:	17000	Antilock Brakes: N	
N.N.		Original Owner: Y		Body Style:	PICKUP TRUCK		
# of Cylinders:	6	Engine Size:			GAS	Powertrain: 4 WHEEL DRIVE	
Cruise Control:	z	Vehicle Usage: RE	RECREATIONAL		01-JUL-2006		
Current Mileage:	17000	Transmission Type: AU	AUTOMATIC				
Component:	180000 VEHICLE SPEED CONTROL						
Dealer Type:	SALES DEALER		Dealer Name: BROADWA	BROADWAY TOYOTA		State:	
Address1:		-	Work Phone:			Zip Code:	
Address2:		-	Home Phone:			Country Edt .:	
City:			Fax:				
Country:			Email:				

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Complaint Information	nation					
;HIOO	10199820		Referral Source:	OTHER	Num. Injured: 0	Property Damage: N
Received Date:	16-AUG-2007 Incident Date:	Date: 22-JUL-2007	Crash:	z	Num Occurrences: 1	Police Report: N
Description:	I WAS DRIVING MY NEW 2007 TOYOTA TACOMA ON THE HIGHWAY. I WENT TO ACCELERATE TO PASS ANOTHER VEHICLE WHEN MY TRUCK SUDDENLY WENT COMPLETELY OUT OF CONTROL(AS IF THE CRUISE CONTROL HAD TAKEN OVER) THE GAS PEDAL *PUSHED TTSELF* TO THE FLOOR. THE TRUCK WAS ACCELERATING AS FAST AS IT COULD GO, RPM PAST 7000(COMPLETELY RED LINING). I APPLIED THE BRAKE WHICH PID NOTHING, TRUCK JUST KEPT ACCELERATING TO TOP SPEEDS. I HAD BOTH FEET ON THE BRAKE WITH ALL MY STRENGTH TO KEEP FROM CRASHING INTO OTHER CARS ON THE HIGHWAY. COUNTERBALANCING TA TABOUT 60-70 MPH(WHILE THE BRAKE MY FOOT OFF, IT KEPT ACCELERATING FAGE NOT THE SECOND I TOOK WE RE SMOKING). I TRIED PUMPING THE BRAKE BUTTHE CARS ON THE HIGHWAY. COUNTERBALANCING THE BRAKE WITH ALL MY STRENGTH TO KEEP FROM CRASHING INTO OTHER CARS ON THE HIGHWAY. COUNTERBALANCING THE BRAKE BUTTHE SECOND I TOOK WE FOOT OFF, IT KEPT ACCELERATING FAGE NOT THE SECOND I TOOK WE SMOKING). I TRIED PUMPING THE BRAKE BOWN LANE. STILL ONT ABLE TO OUT OF TRAFFIC I GOT INTO THE BRAKE DOWN LANE. STILL NOT ABLE TO STOP THE VEHICLE I THREW IT IN PARK, WHICH STOPED IT, BUT THE GAS PEDAL WAS STILL STUCK THE PRAKE DOWN LANE. STILL NOT ABLE TO STOP THE VEHICLE I THREW IT IN PARK, WHICH STOPED IT, BUT THE GAS PEDAL WAS STILL STUCK THE PRAKE MAN STOPAGE IT BUT THE RUUCK OFF, TURNED IT BACK ON AND IT WAS STILL DOING THE SAME THING UNTIL I REALIZED THE GAS PEDAL WAS ACTUALLY STUCK SO I HIT IT AND IT RELEASED. ONCE I UNSTUCK THE PEDAL THE VEHICLE SEEMED OK SO I DROVE HOME VERY CAUTTOUSLY. WHEN IS ALMOST HOME I A SECOND THE. THE PEDAL TOOK OVER AND FLOORED IT SELF. ACCELERATING TO TOP SPEED AND TOP RPMYS. THIS THME I AND IT RELEASED. ONCE I UNSTUCK THE PEDAL AND AGAIN CARFULLY TURNED THE VEHICLE OFF, UNSTUCK THE PEDAL AND AGAIN CARFULLY THEY SAID NOTHING IS WRONG WITH IT, AFTER A MONTH OF FIGHTING. THEY SAID NOTHING IS WRONG WITH IT, AFTER A MONTH OF FIGHTING. THEY SAID NOTHING IS WRONG WITH IT, AFTER A MONTH OF FIGHTING.	ACOMA ON THE HIGHWAY. I WENT ICLE WHEN MY TRUCK SUDDENLY IS IF THE CRUISE CONTROL HAD DEO, RPM PAST 7000(COMPLETEL LD GO, RPM PAST 7000(COMPLETEL LD GO, RPM PAST 7000(COMPLETEL LD GO, RPM PAST 7000(COMPLETEL LH DID NOTHING, TRUCK JUST KEP BOUT 60-70 MPH(WHILE THE BRAKE BOUT 60-70 MPH(WHILE THE BRAKE BOWN LANE. STILL NOT ABLE TO WHICH STOPPED IT, BUT THE GAS WHICH STOPPED IT THE NONT WHICH STOPPED IT THE NONT WHICH STOPPED IT THE SAME WHICH STOPPED IT THE SAME THING WHICH STOPPED IT THE SAME THING WHICH STOPPED IT T		z	Nim Deaths: 0	Confidential: ≺
Consumer Information	nation					
Title:	MS.	Address:	Zip Code:		Evening Phone: SAME	Country Phone Code:
Name:		City: WAGENER	Country:	UNITED STATES	Email:	
Org.:		State: SOUTH CAROLINA	Daytime Phone:		Fax:	
Product Information	tion					
Vehicle Information	ation					
Product:	Product Type :VEHICLE Product Category :LIGHT VEHI Manufacturer :TOYOTA MOTOR CORPORATION Make Model :TACOMA Model Year :2007 Type :TRUCK	ry :LIGHT VEHICLES RATION Make :TOYOTA = :TRUCK		Failure Mileane:	5700	Antilock Brakes:
NTV N	3TMJU62N97M	Original Owner: Y		Body Style:	PICKUP TRUCK	÷
# of Cylinders:	9	Engine Size:		Fuel Type:	GAS	Powertrain:
Cruise Control:	×	Vehicle Usage:		Purchase Date:	30-APR-2007	Ruel System: FUEL INJECTION
Current Mileage:	6200	Transmission Type: AUTOMATIC	TIC			
Component:	180000 VEHICLE SPEED CONTROL					
Dealer Type:	SALES DEALER	Dealer Name:		TOYOTA OF AUGUSTA		State: GA

Address1: 3069 WASHINGTON RD

Address2:

City: AUGUSTA Country: US

TOY-RQ-00030497

Work Phone: 706 868 5454 Fax: Email: Home Phone:

Country Ext.:

Zip Code: 30907

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Complaint Information	mation					
;#IOO	10198196		Referral Source:	INTERNET CHAT ROOM	Num Injured:	0 Property Damage: N
Received Date:	01-AUG-2007 Incident Date:	: Date: 10-MAR-2007	Crash:	z	Num Occurrences:	100 Police Report: N
Description:	TRUCK "SURGES" FORWARD WHEN AT A COMPLETE STOP. TRUCK ALSO EXHIBITS VIBRATION IN THE DRIVETRAIN AT LOW SPEEDS/ LOW RPMS THIS IS CONSTANT AND RECURRING SINCE I BOUGHT MY VEHICLE. 2007 TOYOTA TACOMA DOUBLE CAB. *JB	COMPLETE STOP. TRUCK ALSO V AT LOW SPEEDS/ LOW RPMS□ CE I BOUGHT MY VEHICLE. □ B	Fire:	z	Num. Deaths: (0 Confidential: Y
Consumer Information	mation	[]				
Title:		Address:	Zip Code:		Evening Phone:	Country Phone Code:
Name:		City: Greenville	Country:	UNITED STATES	Email:	
Org.:		State: SOUTH CAROLINA	Daytime Phone:		Fax:	
Product Information	ation					
Vehicle Information	<u>ration</u>	1				
Product:		ry :LIGHT VEHICLES RATION Make :TOYOTA				
	Model :TACOMA Model Year :2007 Type :TRUCK	e :TRUCK		Failure Mileage: 3(300	Antilock Brakes: Y
社 ∧	3TMLU42N37M	Original Owner: Y		Body Style: PI	PICKUP TRUCK	Speed:
# of Cylinders:	6	Engine Size: 4.0 LITER	ER	Fuel Type: G	GAS	Powertrain: 4 WHEEL DRIVE
Cruise Control:	×	Vehicle Usage:		Purchase Date: 05	05-MAR-2007	Huel System: FUEL INJECTION
Current Mileage:	7221	Transmission Type: AUTOMATIC	АПС			
<u>Component:</u>	105000 POWER TRAIN: DRIVELINE					
Component:	180000 VEHICLE SPEED CONTROL					
Dealer Type:	SALES DEALER	Deale	Dealer Name: TOYOTA O	TOYOTA OF GREENVILL		State:
Address1:		Wor	Work Phone:			Zip Code:
Address2:		Home	Home Phone:			Country Ext.:
City:			Fax:			
Country:			Email:			

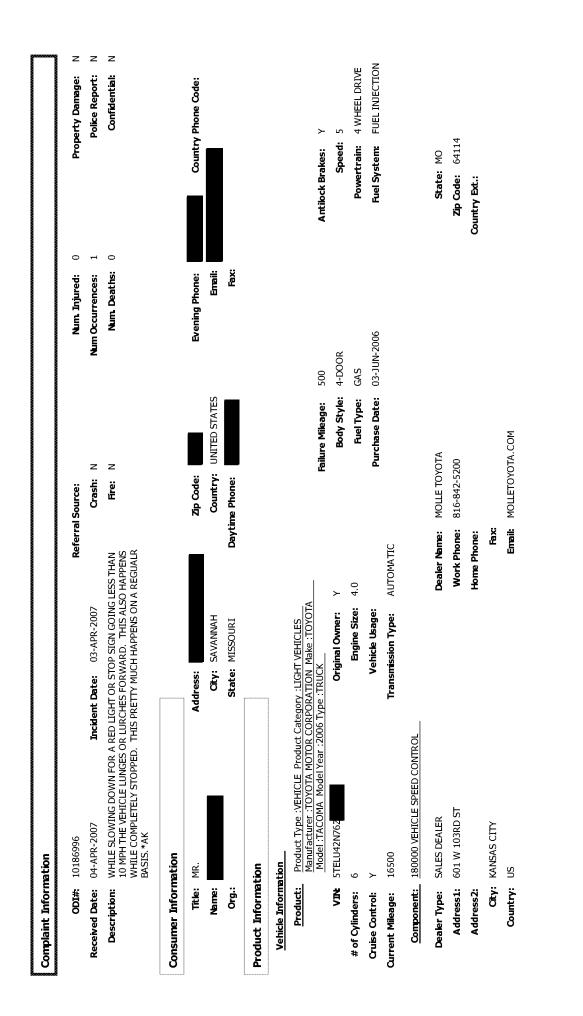
Detail
Complaint

HIQO	10197535		Referral Sour	Referral Source: NHTSA HOTLINE	Num Injured: 0	Property Damage:
Received Date:	26-JUL-2007	Incident Date: 14-JUL-2007	Ċ	Crash: Y	Num Occurrences: 1	Police Report:
Description:	TL*THE CONTACT OWNS A 2007 TC THE CONTACT DEPRESSED THE BRA FORWARD. THE VEHICLE CRASHEC UNABLE TO DUPLICATE THE FAILUR AND FAILURE MILEAGE WAS 2,000.	TL*THE CONTACT OWNS A 2007 TOYOTA TACOMA. WHILE DRIVING 4 MPH, THE CONTACT DEPRESSED THE BRAKE PEDAL, BUT THE VEHICLE SURGED FORWARD. THE VEHICLE CRASHED INTO A GATE. THE DEALER WAS UNABLE TO DUPLICATE THE FALLURE. THE CURRENT MILEAGE WAS 2,407 AND FAILURE MILEAGE WAS 2,000.	Ť	Hre: N	Num Deaths: 0	Confidential:
Consumer Information	nation					
Title:		Address:) dīz	Zip Code:	Evening Phone:	Country Phone Code:
Name:		City: WASHINGTON	ß	Country: UNITED STATES	Email:	
Org.:		State: PENNSYLVANIA	Daytime Phone:	10ne:	Fax:	
Product:		Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Model :TACOMA Model Year :2007 Type :TRUCK	I	Failure Mileage:	2000	Antilock Brakes: Y
λ I N	5TEUU42N07Z	Original Owner: Y		Body Style:	PICKUP TRUCK	Speed: 4
# of Cylinders:	6	Engine Size: 4.	4.0	Fuel Type:	GAS	Powertrain: 4 WHEEL DRIVE
Cruise Control:	Y	Vehicle Usage: RI	RECREATIONAL	Purchase Date:	23-MAY-2007	Fuel System: FUEL INJECTION
Current Mileage:	2407	Transmission Type: A	AUTOMATIC			
Component:	180000 VEHICLE SPEED CONTROL	ROL				
Dealer Type:	SALES DEALER	_	Dealer Name: WAS	WASHINGTON AUTOMAL		State:
Address1:			Work Phone:			Zip Code:
Address2:			Home Phone:			Country Ext.:
City:			Fax:			
Country:			Email			

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ODI#: 10191371 Received Date: 21-MAY-2007 Received Date: 21-MAY-2007 Description: TL*THE CONTACT OWNS A 200 THE VEHICLE ACCELERATED WI THE VEHICLE ACCELERATED WI VEHICLE TO CRASH INTO A BU VEHICLE TO CRASH INTO A BU VEHICLE TO CLEAR. THE VEHICLE WAS 5,500. Consumer Information Title: Mame: Org.: Org.: Org.:	Incident L Trocident C 6 TOYOTA - 6 TOYOTA - 10 THI 10 THI 11 GANOSE T 11 GANOSE 7 14 GA	Referral Source: Crash: Fire:	INTERNET Y	Num Injured: 0	Property Damage: Y
Received Date: 21-MAY-2007 Description: TL*THE CONTACT OWNS A 200 TH*VEHICLE ACCELERATED W VEHICLE TO CASAH INTO A BU CLEAR. THE VEHICLE WAS TO THAT THEY WERE UMABLE TO CURRENT MILEAGE WAS 5,500 CONSUMER Information Title: Meme: Org.: Org.:	Incident Date: 17-APR-2007 06 TOYOTA TACOMA. WHILE DRIVING 2 07 THOUT WARNING, WHICH CAUSED THE ILLDING. ILLDING. THE ROAD CONDITIONS WERE ILLDING. THE DEALER. ILLDING. THE FAILURE. ILLDING THE FAILURE. ILLOROSE THE FAILURE. ILLAGNOSE THE FAILURE.		Y		
Description: TL*THE CONTACT OWNS A 200 THE VEHICLE ACCELERATED W VEHICLE TO CASAH INTO A BU CLEAR. THE VEHICLE WAS TO THAT THEY WERE UNABLE TO I CURRENT MILEAGE WAS 5,500 THAT THEY WERE UNABLE TO I CURRENT MILEAGE WAS 5,500 THAT THEY WERE UNABLE TO I CURRENT MILEAGE WAS 5,500 THE: Description	06 TOYOTA TACOMA. WHILE DRIVING 2 VITHOUT WARNING, WHICH CAUSED THE JILDING. THE ROAD CONDITIONS WERE WED TO THE DEALER. THE FAILURE, STA DIAGNOSE THE FAILURE. THE FAILURE, D. D. Address: Cty: SPRINGDALE	_		Num Occurrences: 1	Police Report:
Consumer Information Title: Name:	Address: City: SPRINGDALE	AND	z	Num Deaths: 0	Confidential:
Title: Name: Construction	Address: Address: City: SPRINGDALE				
Name: Org.: Org.: Product Information	City: Springdale	Zip Code:		Evening Phone:	Country Phone Code:
Org.: Product Information		Country:	UNITED STATES	Email:	
Product Information	State: ARKANSAS	Daytime Phone:		Fax:	
Vehicle Information					
Product: Product Type :VEHICLE Produ Manufacturer :TOYOTA MOTC	Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA				
Model :TACOMA Model Year :2006 Type :TRUCK	::2006 Type :TRUCK		Failure Mileage:	5500	Antilock Brakes: Y
VIN: 5TEJU62N76Z	Original Owner: Y		Body Style:	PICKUP TRUCK	Speed: 2
# of Cylinders: 6	Engine Size: 4.0L		Fuel Type:	GAS	Powertrain: UNKNOWN
Cruise Control: Y	Vehicle Usage: RECI	RECREATIONAL	Purchase Date:	01-OCT-2006	Fuel System: FUEL INJECTION
Current Mileage: 5500	Transmission Type: AUT	AUTOMATIC			
Component: 180000 VEHICLE SPEED CONTROL	ROL				
Dealer Type: SALES DEALER	Dec	Dealer Name: TOYOTA O	TOYOTA OF FAYETVEILL		State:
Address1:	Ň	Work Phone:			Zip Code:
Address2:	Ho	Home Phone:			Country Ext.:
City:		Fax:			
Country:		Email:			

;#IOO	10187789		Referral Sou	Irce: INI	Referral Source: INTERNET OTHER SITE		Num Injured: 0	Property Damage:
Received Date:	13-APR-2007	Incident Date: 12-APR-2007	J	Crash: N		Num Occurrences:	rences: 5	Police Report:
Description:	THIS IS NOT A FAILURE, BUT 9 I AM STOPPING AT A STOP LIC AIR CONDITIONER (A/C) ON TO PUSH THE BRAKES DOWN H TO PUSH THE BRAKES DOWN H IS ON, AND SEEMS TO COME F THE COMPRESSOR KICKS ON. TO REAR END SOMEONE. *AK	THIS IS NOT A FAILURE, BUT SOMETHING I SEE AS A SAFETY ISSUE WHEN I AM STOPPING AT A STOP LIGHT/ STOP SIGN AND AM IN DRIV WITH THE AIR CONDITIONER (A/C) ON THE TRUCK WILL SURGE FORWARD AND I HAVE TO PUSH THE BRAKES DOWN HARDER. THIS ONLY HAPPENS WHEN THE A/C IS ON, AND SEEMS TO COME FROM THE INCREASE IN ENGINE RPMS WHEN THE COMPRESSOR KICKS ON. THIS IS VERY UNSAFE AND COULD CAUSE ME TO REAR END SOMEONE. *AK	Ē	Fre: ⊃		-un	Num Deaths: 0	Confidential:
Consumer Information	nation							
Title:	MR.	Address:	ΔĪ	Zip Code:		Evening Phone:	Phone:	Country Phone Code:
Name:		City: Elk Grove	ð	untry: U	Country: UNITED STATES		Email:	
Org.:		State: CALIFORNIA	Daytime Phone:	hone:			Гах:	
Product Information	tion							
Vehicle Information	ation							
Product:	Product Type :VEHICLE Product Category :LIGHT Manufacturer :TOYOTA MOTOR CORPORATION I Model :TACOMA Model Year :2007 Type :TRUCK	Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Model :TACOMA Model Year :2007 Type :TRUCK	I	Fail	Failure Mikage: 100			Antilock Brakes: Y
ži v		Original Owner: Y			Body Style: 4-D	4-DOOR		Speed: 0
# of Cylinders:	6	Engine Size:			Fuel Type: GAS	(6		Powertrain: 4 WHEEL DRIVE
Cruise Control:	٢	Vehicle Usage: R	RECREATIONAL	Ч	Purchase Date:			Fuel System: FUEL INJECTION
Current Mileage:	13500	Transmission Type: A	AUTOMATIC					
Component:	036000 SERVICE BRAKES, HYDRAULIC:ANTILOCK	YDRAULIC:ANTILOCK						
Component:	180000 VEHICLE SPEED CONTROL	TROL						



;#IOO	10185253		Referral Source: S	SCHOOL LIBRARY	Num Injured:	Property Damage:
Received Date:	15-MAR-2007	Incident Date: 13-MAR-2007	Crash: N	_	Num Occurrences: 10	Dolice Report:
Description:	2006 TOYOTA TACOMA LURCHING FORWARD AT A STOP LIGHT. THIS HAS HAPPENED QUITE A BIT. VERY STRANGE FOR A NEW TRUCK. *JB	WARD AT A STOP LIGHT. THIS E FOR A NEW TRUCK. *JB	.HAS Fire: N	_	Num. Deaths:	Confidential:
Consumer Information	ration					
Title:	MR.	Address:	Zip Code:		Evening Phone:	Country Phone Code:
Name:		City: ARVADA	Country:	UNITED STATES	Email:	
Org.:		State: COLORADO	Daytime Phone:		Fax:	
Product Information	tion					
Vehicle Information	<u>ition</u>					
Product:	Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA	οιγ :LIGHT VEHICLES				
	Model :TACOMA Model Year :2006 Type :TRUCK	pe :TRUCK	.	Failure Mileage:		Antilock Brakes: N
¥1∧		Original Owner: N		Body Style:		Speed:
# of Cylinders:		Engine Size:		Fuel Type:		Powertrain:
Cruise Control:	Z	Vehicle Usage:	ш	Purchase Date:		Fuel System:
Current Mileage:		Transmission Type:				
Component:	Component: 180000 VEHICLE SPEED CONTROL					
Dealer Type:	SALES DEALER	ä	Dealer Name: Boulder Toyota	уюта		State:
Address1:		*	Work Phone:			Zip Code:
Address2:		Ĭ	Home Phone:			Country Ext.:
City:			Fax:			
Country:			Email:			

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Complaint Information	nation					
;#IOO	10184759		Referral Source:	DEALER MANUAL	Num Injured: 0	Property Damage:
Received Date:	11-MAR-2007	Incident Date: 10-MAR-2007	Crash:	z	Num Occurrences: 2	Police Report:
Description:	WE HAVE HAD TWO INCIDENTS WITH OUR 2006 TOYOTA I. MY WIFE, WAS DRIVING ROUTE 40 WHEN AFTER RED SUDDENLY STARTED SPEEDING UP W/O ANY WARNING OI HER FOOT OFF THE ACCELERATOR PEDAL DIDN'T HAVE HAD TO BRAKE AS MUCH SHE COULD TO CONTROL THE ENGINE DIDN'T EVEN SHUT DOWN WHEN TURNING THE ROUT OPULL OF BUT STILL COULDN'T CONTROL THE ENGINE DIDN'T EVEN SHUT DOWN WHEN TURNING THE NIL SELECTOR LEVER TO NEUTRAL WAS IMPOSSIBLE AS FULL RPM. SOMEHOW AFTER SOME "TRIAL AND HORROF THE STIUATION HAD BEEN REALLY SCARY. I WASN'T THE NOT FULLY APPRECIATE WHAT HAD HAPPENED WHEN SH STIUATION. THE STIUATION. THE STIUATION. MY WIFE DIDN'T DARE TO USE THE CAR BEFORE I CAN BUSINESS TRIP. YESTERDAY - SATURDAY 3/10 - 1 WASI THE FIRST TIME AFTER THE REVIOUS INCIDENT. THER DOWN IN THE FIRST TIME AFTER THE REVIOUS INCIDENT. THER DOWN IN THE FIRST TIME AFTER THE PREVIOUS INCIDENT. THER DOWN IN THE FIRST TIME AFTER THE PREVIOUS INCIDENT. THER DOWN IN THE FIRST TIME AFTER THE PREVIOUS INCIDENT. THER DOWN IN THE FIRST TIME AFTER THE PREVIOUS INCIDENT. THER DOWN IN THE FIRST TIME AFTER THE PREVIOUS INCIDENT. THER DOWN IN THE FIRST TIME AFTER THE PREVIOUS INCIDENT. THER DOWN IN THE FIRST TIME AFTER THE PREVIOUS INCIDENT. THER DOWN IN THE FIRST TIME AFTER THE PREVIOUS INCIDENT. THER DOWN IN THE FIRST TIME AFTER THE PREVIOUS INCIDENT. THER DOWN IN THE FIRST TIME AFTER THE PREVIOUS INCIDENT. THER DOWN IN THE FIRST TIME AFTER THE PREVIOUS INCIDENT. THER DOWN IN THE RAFFIC WHEN SUDDENLY THE ENGINE COULDN'T DO AN PREVING ON US. I SHUT AND RESTARTED THE ENGINE OF ANY IMPACT. EACH TIME ENGINE STARTED THE ENGINE OF ANY IMPACT. EACH TIME ENGINE STARTED THE REAL PEDAL WOULD BE PUSHED DOWN. I STARTED THE ENGINE OF ANY IMPACT. EACH TIME ENGINE STARTED THE RUCH BE PUSHED ABOVE COULD AND RESTARTIT AGAIN SUDDENLY BACK IN CONTROL.	WE HAVE HAD TWO INCIDENTS WITH OUR 2006 TOYOTA TACOMA TRUCK; I. MY WIFE, WAS DRIVING ROUTE 40 WHEN AFTER RED LIGHTS THE ENGINE SUDDENLY STARTED SPEEDING UP W/O ANY WARNING OR ALARM. HAVING HER FOOT OFF THE ACCELERATOR PEDAL DIDN'T HAVE ANY INPACT. SHE HAD TO BRAKE SAMUCH SHE COULDD'TO CONTROL THE CAR. SHE WAS ABLE TO PULL TO PULL OFF BUT STILL COULDN'T CONTROL THE ENGINE. THE ENGINE DIDN'T EVEN SHUT DOWN WHEN TURNING THE KEY. CHANGING THE SELECTOR LEVER TO NEUTRAL WAS INPOSSIBLE AS THE ENGINE. THE ENGINE DIDN'T EVEN SHUT AND EVENTUALLY THE CAR WAS BACK IN CONTROL THE SELECTOR LEVER TO NEUTRAL WAS INPOSSIBLE AS THE ENGINE. THE ENGINE DIDN'T EVEN SOME "TRIAL AND HORROR" SHE WAS BACK IN CONTROL THE STILANTON HAD BEEN REALLY SCARY. I WASN'T THERE NO SAKE NO CONTROL THE STILANTON HAD BEEN REALLY SCARY. I WASN'T THERE SO I COULD THE STILANTON HAD BEEN REALLY SCARY. I WASN'T THERE NO SAKE NO CONTROL THE STILANTON HAD BEEN REALLY SCARY. I WASN'T THERE NO SAKE NO CONTROL THE STILANTON HAD BEEN REALLY SCARY. I WASN'T THERE NO SAKE NO CONTROL THE STILANTON HAD BEEN REALLY SCARY. I WASN'T THERE NO SA ILE TO SHIT AND RESTRART THE ENGINE AND EVENTUALLY THE CAR WAS BACK NO CONTROL THE STILANTON. IN THE TRICK TO USE THE CAR BEFORE I CAME BACK FROM A BUSINESS TRIP. YESTERDAY' SAID - I WAS NO YON THE PRECIDENT THERE AS ALLOW THE FIRST TIME AFTER THE REVICUUS INCLOBATION TO ANY DAYN'S THE FIRST THE AFTER THE REVICE AT ANS BACK THE FIRST TIME ATTER THE REVICUS INCLOBATION TO ANY DAYN'S THE PRECIDES TRIP. YESTERDAY' SAID AND THE TRUCK THE FIRST THE AFTER THE REVICUS INCLOBATION TO ANY DAYN'S THE FIRST THE AS ALLOW THE FIRST THE AFTER THE REVICUS AT AND DANY THING BUT THE STITUE AT THE REVICUS INCLOBATION TO ANY DAYN'S THE PRECIDES THE PROVIDE THE REVICE AT AND SUDWING THE FIRST THE AFTER THE REVICUS AND SUDWING THE FIRST THE ASS ALROW' STARTED AS IFT THE CAR WAS AS LOW THE FIRST THE AND COULDN'T DO ANY THING BUT THE STARTED AND TOWN IN THE TRUCK AND SUDWING THE STEREDAY SAID AND COULDN'T DO ANY THAS AS LOW AND MARCT. TAKE AS ALROW		z	Num Deaths: 0	Confidential:
Consumer Information	mation					
Title:		Address:	Zip Code:		Evening Phone:	Country Phone Code:
Name:		City: HAVRE DE GRACE	Country:	UNITED STATES	Email:	
Org.:		State: MARYLAND	Daytime Phone:		Fax:	
Product Information	ition					
Vehicle Information Product: Pro	ation Product Type :VEHICLE Produc	on				
		R CORPORATION Make :TOYOTA 2006 Type :TRUCK		Failure Mileage:		Antilock Brakes: Y
AILY V	2	Original Owner: Y		Bodv Style:	PTCKUP TRUCK	Speed: 35

	٢	4000
# of Cylinders:	Cruise Control:	Current Mileage:

Component: 180000 VEHICLE SPEED CONTROL Component: 110000 ELECTRICAL SYSTEM

Vehicle Usage: Transmission Type: AUTOMATIC

, Engine Size:

Purchase Date: 22-SEP-2006

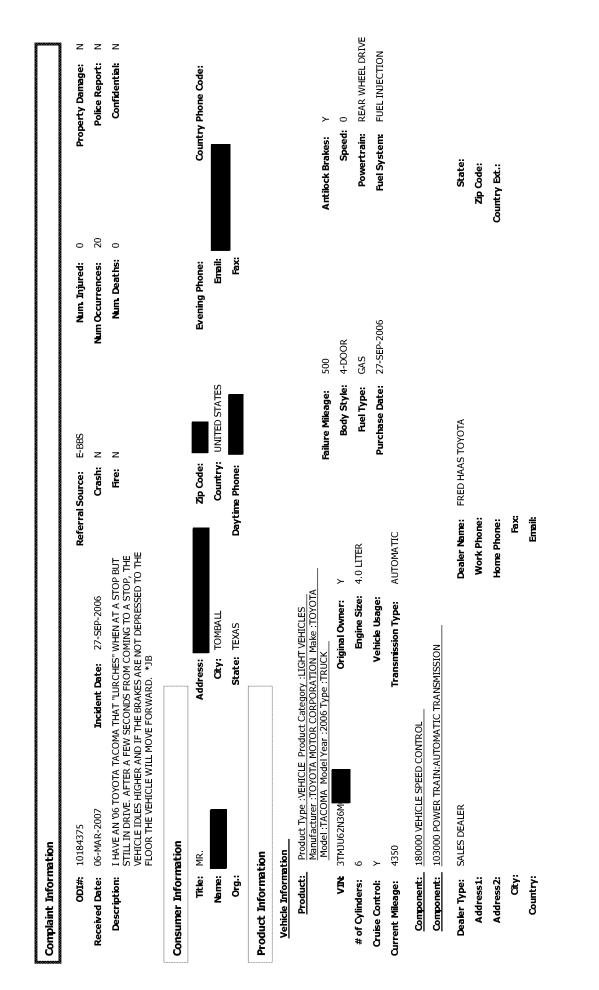
Powertrain: REAR WHEEL DRIVE Fuel System: FUEL INJECTION

TOY-RQ-00030505

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Complaint Information	nation					
;#IOO	10184416	œ	Referral Source:	INTERNET OTHER SITE	ITE Num Injured: 0) Property Damage: N
Received Date:	07-MAR-2007 Incident Date:	tt Date: 04-JAN-2007	Crash:	z	Num Occurrences: 7	7 Police Report: N
Description:	I WANTED TO WRITE YOU TO LET YOU KNOW THAT I HAVE A '06 TACOMA DOUBLE CAB AND I AM EXPERIENCING THE "LURCH" PROBLEM. I HAVE AROUND 2000 MILES ON MY TRUCK. I THOUGHT IT WAS JUST ME BEING PICKY, BUT TI ACTUALLY FEELS LIKE IT DOBENT WANT TO STOP AT TIMES. I HAVE NOTICED THAT WITH THE AC OR HEAT ON, IF I ARE SITTING AT A RED LIGHT, AND DONT HAVE MY FOOT FIRMLY, I MEAN FIRMLY PLANTED ON THE BRAKE, IT WANTS TO JUMP FORWARD. IT WILL DO THIS A COUPLE OF TIMES IF THE LIGHT IS RED FOR A WHILE. ALSO, IF I AM DRIVING THROUGH A PARKING LOT AT SLOW SPEEDS, IT TENDS TO "LURCH" FORWARDS AT TIMES, THUS CAUSING ME TO "PLAY" WITH THE BRAKE AND GAS. II NOT SUB IF THIS IS RELATED OR NOT, BUT ALSO, IF I AM RIDING AT ABOUT 34-45 MPH AND THEN RELEASE THE GAS, THE ENGINE FEELS LIKE IT STALLS, BUT IT DOESNT. THE RPMS DROP, THEN LEVEL OFF AGAIN AS IT SCOAST. *JB	HE "LURCH" PROBLEM. I HAVE HE "LURCH" PROBLEM. I HAVE HOUGHT IT WAS JUST ME BEING DOESNT WANT TO STOP AT TIMES. J HEAT ON, IF I ARE SITTING AT A FIRMLY, I MEAN FIRMLY PLANTED WARD. IT WILL DO THIS A COUPLE HILLE. ALSO, IF I AM DRIVING EEDS, IT TENDS TO "LURCH" AFT O "PLAY" WITH THE BRAKE AND AFT O "PLAY" WITH THE BRAKE AND BUT ALSO, IF I AM RIDING AT THE GAS, THE ENGINE FEELS LIKE IT OP, THEN LEVEL OFF AGAIN AS IT	Щ. Ц	z	Num Deaths: 0	Confidential: N
Consumer Information	mation					
Title:	MR.	Address:	Zp Code:		Evening Phone:	Country Phone Code:
Name:		City: FLORENCE	Country:	: UNITED STATES	Email:	
Org.:		State: SOUTH CAROLINA	Daytime Phone:		Eax:	
Product Information	tion					
Vehicle Information	ation]				
Product:	Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Model :TACOMA Model Year :2006 Type :TRUCK	ory :LIGHT VEHICLES DRATION Make :TOYOTA pe :TRUCK		Failure Mikage:	500	Antilock Brakes:
		Original Owner: Y			4-DOOR	Speed:
# of Cylinders:	6	Engine Size:		Fuel Type:	GAS	Powertrain: REAR WHEEL DRIVE
Cruise Control:	×	Vehicle Usage:		Purchase Date:	11-DEC-2006	Fuel System: FUEL INJECTION
Current Mileage:	2100	Transmission Type: AUTOMATIC	IC			
<u>Component:</u>	180000 VEHICLE SPEED CONTROL					
Component:	061000 ENGINE AND ENGINE COOLING:ENGINE	ENGINE				
Dealer Type:	SALES DEALER	Dealer Name:		FLORENCE TOYOTA		State: SC
Address1:		Work Phone:	hone:			Zip Code: 29501
Address2:		Home Phone:	ione:			Country Ext.:
City:	FLORENCE		Fax:			
Country:	US		Email:			





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Complaint Information	mation						
#IQO	10184332		Referral Source:	: INTERNET	Num Injured: 0	Property Damage:	age: Y
Received Date:	06-MAR-2007 Inciden	Incident Date: 24-OCT-2006	Crash:	۲	Num Occurrences: 2	Police Report:	port: Y
Description:	I HAVE EXPERIENCED A LURCHING PROBLEM IN MY 2006 SPORT 4 DOOR TACOMA. THE FIRST TIME IT HAPPENED, I REAR ENDED A VEHICLE CAUSING \$1500 DAMAGE TO THE TACOMA AND \$1200 TO THE OTHER VEHICLE: 1 ALSO HAD A WITNESS THAT SAW MY FOOT ON THE BRAKE PEDAL AFTER IMPACT. THE VEHICLE WAS TOWED TO THE DEALERSHIP AND THE ACCIDENT REPORTED TO TOYOTA CANADA AND THE MINISTRY OF TRANSPORTATION. A THIRD PARTY INVESTIGATOR/ENGINEERING WAS SENT TO CHECK THE VEHICLE AND FOUND ND ERROR CODES. I WAS TOLD THER WAS NO PROBLEM. TWO MONTHSI LATER THE TRUCK LINCHED AGAIN AT AN INTERSECTION. THIS TIME I SHOVED THE RUCK LINCHED AGAIN THER WAS NO PROBLEM. TWO MONTHSI LATER THE TRUCK LINCHED AGAIN THER WAS NO PROBLEM. THO ONTHSI LATER THE TRUCK LINCHED AGAIN THER WAS NO PROBLEM. NOTE: THE VEHICLE HAD ROUGHLY 10,000 MID THE ROUND NO PROBLEM. NOTE: THE VEHICLE HAD ROUGHLY 10,000 MID THEY FOUND NO PROBLEM. NOTE: THE VEHICLE HAD ROUGHLY 10,000 MORE THEN I HAVE EVER ON ANY VEHICLE INFO RANGEN THE VAND NO DATE STRUCE TRADED THE VEHICLE INFO RANGEN THE VIELON WE HAVE STRUCE TRADEL ON ANY VEHICLE INFO RANGEN THEY HAD NO UNALING TT IN. WE NO LONGER TRUSTED THE 2006. THEY HAD NO UJUALINS DOING THEI TIM. WOND A TRUCK THAT HAD NO IL UNALS TRADING TT IN. WOND CHER RUSS IN THEIR WAS NO ISSUE. I TOOK A MAJOR HIT FOR DEPRECIATION ON A TRUCK THAT HAD NO ISSUE. I TOOK A MAJOR HIT FOR DEPRECIATION ON A TRUCK THAT HAD NO IL CHANGE. THAT 2006. STILL STILLS THINKING THER WAS NO ISSUE. I TOOK A MAJOR HIT FOR DEFRECIATION ON A TRUCK THAT HAD NO IL CHANGE. THAT 2008. STILL STILLS TO DURSUE THIS. ALSO THE STRESS GOT TO US. *JBL]	DBLEM IN MY 2006 SPORT 4 DOOR AND \$1200 TO THE OTHER MA AND \$1200 TO THE DATER MA AND \$1200 TO THE BRAKE AS TOWED TO THE BRAKE AS TOWED TO THE DALERSHIP AN CANDA AND THE MINISTRY OF ASTIGATOR/ENGINEERING WAS ND NO ERROR CODES. I WAS TOLD MD NO ERROR CODES. I WAS TOLD AND FRUCK INTO NEUTRAL I PM THEN DROP OFF. THE TOYOTA SLATER THE TRUCK INTO NEUTRAL I PM THEN DROP OFF. THE TOYOTA CHICLE HAD ROUGHY 10,000 UND MYSELF RIDING THE BRAKES CLE TVE OWNED. IN POR 2007 TACOMA THINKING E. I TOLD THE DEALERSHIP WHY I IN FOR A 2007 TACOMA THINKING IN THEIR LOT. TO SAY THE LEASTI ON THEIR LOT. TO SAY THE LEASTI E MEANS TO PURSUE THIS. ALSO	Hree GAIN AID AID AID AID AID AID AID AID AID AID	z	Num. Deaths: 0	Confidential:	ntiai: ≺
Consumer Information	mation	[
Title:	MR.	Address:	Zip Code:	e:	Evening Phone:	Country Phone Code:	ode:
Name:		City: SAULT STE MARIE	Country:	ry: OTHER	Email:		
Org.:		State: FOREIGN STATES	Daytime Phone:	6	Fax:		
Product Information	tion						
Vehicle Information	<u>ation</u>						
Product:	Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA Model :TACOMA Model Year : 2016 Type : TRICK	Jory :LIGHT VEHICLES ORATION Make :TOYOTA De :TRIICK		Participanti Santa S	6000	A stilled broken	
	2	Original Owner: Y		Body Style:	4-DOOR		
# of Cylinders:	9	Engine Size:		Fuel Type:	GAS	Powertrain: 4 WHEEL DRIVE	. DRIVE
Cruise Control:	×	Vehicle Usage:		Purchase Date:	15-JUN-2006	Fuel System: FUEL INJECTION	ECTION
Current Mileage:	8000	Transmission Type: AUTOMATIC	VATIC				
Component:	180000 VEHICLE SPEED CONTROL						
Dealer Type:	SALES DEALER	Deale	Dealer Name: NORTHS	NORTHSIDE TOYOTA		State: 00	
Address1:	61 GREAT NORTHERN RD	Wor	Work Phone: 705-256-6266	-6266		Zip Code:	
Address2:		Нот	Home Phone:			Country Ext.:	

City: SAULT STE MARIE Country: ??

Fax: Email: WWW.NORTHSIDETOYOTA.COM

Complaint Information	nation						
HIOO	10183012		Referral Source:	INTERNET	Num Injured:	0 Property Damage:	nage: N
Received Date:	20-FEB-2007	Incident Date: 13-FEB-2006	Crash:	z	Num Occurrences:	2 Police Report:	eport: N
Description:	ME AND MY FAMILY WAS OUT O LIGHT. THE GAS ON MY 2006 TC APPLIED BRAKES, THIS WOULD FRONT OF ME. 1 WAS ABLE TO F A SIDE ROAD BEFORE HITTING CAUSING THE REV LIMITER TO A SIDE ROAD BEFORE HITTING CAUSING THE REV LIMITER TO A SIDE ROAD BEFORE HITTING CAUSING THE REV LIMITER TO A SIDE ROAD BEFORE HITTING OTA MYSELF AND WAS GIVE TOYOTA MYSELF AND WAS GIVE TOYOTA MYSELF AND WAS GIVE OT AND TOYOTA HAS NOT CONT THEM BACK AND E-MAILED WITH SINCE THEN. *NM	ME AND MY FAMILY WAS OUT ON 2/13/07 AND WAS COMING UP TO A STOP LIGHT. THE GAS ON MY 2006 TOYOTA TACOMA WOULD NOT LET OFF. I APPLIEED BRAKES, THIS WOULD NOT DISENGAGE THE GAS. A CAR WAS IN FRONT OF ME. I WAS ADD NOT DISENGAGE THE GAS. A CAR WAS IN A SIDE ROAD BEFORE HITTING CAR. WHILE IN NEUTRAL RANY WERE HIGH CAUSING THE REV LIMITER TO KICK IN. CUT IGNITION SWITCH OFF. 2-14-07 THEY COULD NOT MAKE IT HAPPEN AGAIN. THEY CONTACTED TOYOTA. ON 2-15-07 TOYOTA HAD NOT CONTACTED THEM BACK. I CALLED TOYOTA ANS UNS GIVEN A CASE NUMBER ON 2-15-07. THIS IS 2-20 07 AND TOYOTA HAS NOT CONTACTED ME ON THIS ISSUE. I HAVE CALLED THEM BACK AND E-MAILED WITH NO RESPONSE. THIS IS A VERY SERIOUS SITUATION AND COULD GET SOMEONE RILLED. THIS IS A VERY SERIOUS SITUATION AND COULD GET SOMEONE RILLED. THIS HAS HAPPENED AGAIN SINCE THEN. *NM	а _0, да н. с. н. 20, да н. с. н.	z	Num Deaths:	Onfidential:	entis: Y
Consumer Information	mation						
Title:		Address:	Zip Code:		Evening Phone:	Country Phone Code:	Code:
Name:		City: SALISBURY	Country:	UNITED STATES	Email:		
Org.:		State: NORTH CAROLINA	Daytime Phone:		Fax:		_
Product Information	ition						
Vehicle Information	ation						
Product:		Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA					
		ZUUD IYPE : IKUCK		Failure Mikage:		Antilock Brakes: N	
Ч	3TMKU72N56M	Original Owner: N		Body Style:		Speed:	
# of Cylinders:		Engine Size:		Fuel Type:		Powertrain:	
Cruise Control:	z	Vehicle Usage:		Purchase Date:		Fuel System:	
Current Mileage:		Transmission Type:					
Component:	Component: 180000 VEHICLE SPEED CONTROL	01					

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Complaint Information	mation				
#IQO	10182045		Referral Source: INTERNET	Num. Injured:	Property Damage: N
Received Date:	08-FEB-2007	Incident Date: 03-JAN-2007	Crash: N	Num Occurrences: 1	Police Report: N
Description:	1 WAS DRIVING DOWN HILL ALONG ABOUT 50 KM/H. I NOTICEDS AND CARS SPINNING AND SLIDING EVERYWHERE. I GENTLY TOOI OFF THE THROTTLE TO START ENGINE BRAKING AND AS USUALN HAPPENS IMMEDIATELY. WORSE, TRUCK STARTED TO ACCELERA BECAUSE OF RPM HANG PROBLEM ON EVERY MANUAL TRANSMISS EQUIPPED MODEL (MY COMPLAINT TO DEALER WAS IGNORED TV IS NOT EXACTLY A PLACE WHERE YOU CAN PUSH THE BRAKES EV ABS BECAUSE IT ALSO IS AN OFF SLOPE TURN. □ INSTEAD OF SLOWING DOWN GRACEFULLY, THE RPM HANG ACT INSTEAD OF SLOWING DOWN HILL AND HANG I AM NOT DECLERATING AT ALLI SUDDENLY THE EOULIN DANGEROUS TO CLOSE THE TRANOTTLE (FUEL CUT OFF). AT THIS POU HANG I AM NOT DECLERATING AT ALLI SUDDENLY THE BOWNHILL AND HANG I AM NOT PRECELERATING AT ALLI SUDDENLY THE ROUL IT OF MY TRUCK SLIDE TO THE RIGHT AND TO THE LEFT. ONLY YEAR EXPRESS TO CLOSE THE TRANOTTLE RESPONSE IS NOT SAFE. THIS IS JU MAYBE BECAUSE ONLY <10% OF ALL TRUCKS HAVE MANUAL TRANSMISSIONS TOYOTA DOESN'T WANT TO HEAR ABOUT IT. □ TOYOTA MUST ISSUE ECU PATCH FOR MANUAL TRANSMISSION N TACOMA, FJ CRUISER TO ELIMINATE: □ I TOP THANG WHEN SHIFTING □ I RPM HANG WHEN SHIFTING □ I HIGH RPM (1450) WHEN ROLLING DOWNHILL IN NEUTRAL OR US I HIGH RPM (1450) WHEN ROLLING DOWNHILL IN NEUTRAL OR US I HIGH RPM (1450) WHEN ROLLING DOWNHILL IN NEUTRAL OR US I HIGH RPM (1450) WHEN ROLLING DOWNHILL IN NEUTRAL OR US I HIGH RPM (1450) WHEN ROLLING DOWNHILL IN AND TO THE RESED	I WAS DRIVING DOWN HILL ALONG ABOUT 50 KM/H. I NOTICED STOP LIGHTS AND CARS SPINNING AND SLIDING EVERYWHERE. I GENTLY TOOK MY FOOT OFF THE THROTTLE TO START ENGINE BRAKING AND AS USUAL NOTHING HAPPENS IMMEDIATELY. WORSE, TRUCK STARTED TO ACCELERATE BECQUES OF RPM HANG PROBLEM ON EVERY MANUAL TRANSMISSION EQUIPPED MODEL (NY COMPLAINT TO DEALER WAS IGNORED TWICE). THIS IS NOT EXACTLY A PLACE WHERE YOU CAN PUSH THE BRAKES EVEN WITH ABS BECAUSE IT ALSO IS AN OFF SLOPE TURN. INSTEAD OF SLOWING GRACEFULLY, THE RPM HANG ACTUALLY ACTS LIKE A CRUISE CONTROL. COMBINED WITH THE EOU FINALLY DECLIDES TO CLOSE THE THROTTLE (FUEL CUT OFF). AT THLI POINT TRUCK TAIL OF MY TRUCK SLIDE TO THE RIGHT AND TO THE LEFT. ONLY MY 20 YEAR EXPERIENCE AND GOOD LUCK LET MA AVOID A FATAL ACCIDENT. THE NON-LINEAR THROTTLE RESPONSE IS NOT SAFE. THIS IS JUST DAVIBE BECAUSE TOY A CLUS PROGRAMMEDI THE NON-LINEAR THROTTLE RESPONSE IS NOT SAFE. THIS IS JUST TOYOTA MUST ISSUE ECU PATCH FOR ANUAL TRANSMISSION MODELS VG TARNESSIONS TOYOTA DOESN'T WANT TO HEAR ABOUT IT. TOYOTA MUST ISSUE ECU PATCH FOR MANUAL TRANSMISSION MODELS VG I RPM HANG (1450) WHEN ROLLING DOWNHILL IN NEUTRAL OR WITH CLUTCH DEPRESSED 3. MAKE LINEAR THROTTLE RESPONSE. *JB 3.	Hier of the second seco	Nm. Deaths:	Confidential:
Consumer Information	mation				
Title:	MR.	Address:	Zip Code:	Evening Phone:	Country Phone Code:
Name:		City: Coquitlam	Country: OTHER	Email:	
Org.:		State: FOREIGN STATES	Daytime Phone:	Fax:	
Product Information	ation				
Vehicle Information	ation				
Product:	Product Type :VEHICLE Product Category :LIGHT VEHI Manufacturer :TOYOTA MOTOR CORPORATION Make Model :TACOMA Model Year :2007 Type :TRUCK	Category :LIGHT VEHICLES CORPORATION Make :TOYOTA 07 Type :TRUCK	Failure Mieage:	e: 2900	Antilock Brakes: Y
	5TELU42N47Z	Original Owner: Y	Body Style:	rie: Pickup Truck	Speed: 50
# of Cylinders:	6	Engine Size: 4.0	Fuel Type:		Powertrain: 4 WHEEL DRIVE
Cruise Control:	×	Vehicle Usage:	Purchase Date:	te: 03-NOV-2006	Fuel System: FUEL INJECTION
Current Mileage:	3150	Transmission Type: MANUAL			
Component: Component:	980000 VEHICLE SPEED CONTROL	J			
1					
ĕ	SALES DEALER	Dealer Name:	Name: Regency toyota		State: 00
					Jin Pakat

Address1:	Address2:

city: Burnaby, Canada

Country: ??

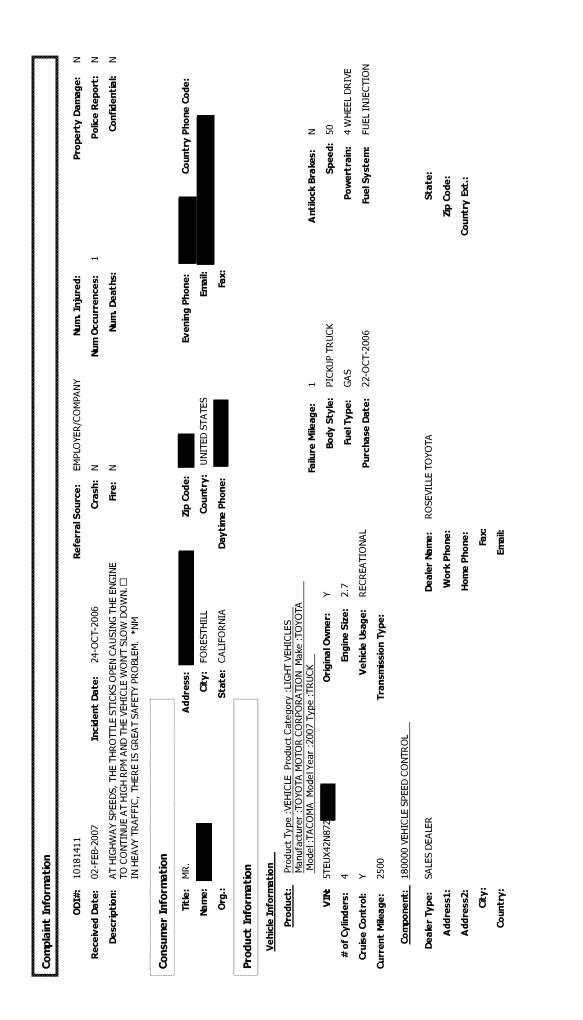
Work Phone: Home Phone: Fax: Email:

Zip Code: Country Ext.:

TOY-RQ-00030512

					CONTRACTOR CONTRA		
#IQO	10181486		Referral Source:	e: INTERNET	Num Injured:	a	Property Damage:
Received Date:	03-FEB-2007	Incident Date: 24-JAN-2007	Crash:	s h: N	Num Occurrences:	1	Police Report:
Description:		I WAS STOPPED WAITING FOR ONCOMING TRAFFIC AT RT. 136 WEST NEWTON PA. WITH MY FOOT ON THE BRAKE THE TRUCK ACCELERATED SO HARD THE BRAKE WOULD NOT HOLD IT EVEN WITH FULL PRESSURE APPLIED THE ONCOMING CAR MISSED ME BY INCHES. AFTER TRYING TO GET TOYOTA TO TAKE CARE OF IT WITH NO LUCK, I TRADED THE TRUCK IN WITH ONLY 3000 MILES ON IT. I AM VERY CONCERNED THAT THE TRUCK WILL BE SOLD TO SOMEONE THAT MAY HAVE THE SAME PROBLEM AND NOT BE AS FORTUNATE AS I WAS. *JB SEE ALSO 10180652 *DSY	0 DT IED.	Hre: N	Num. Deaths:	o	Confidential:
Consumer Information	mation						
Title:	MR.	Address:	Zip Code:	de:	Evening Phone:	Coun	Country Phone Code:
Name:		City: WEST NEWTON	Country:	try: UNITED STATES	Email:		
Org.:		State: PENNSYLVANIA	Daytime Phone:	ne:	Гах:		
Product Information	ation						
Vehicle Information	ration						
Product:	Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA	ategory :LIGHT VEHICLES ORPORATION Make :TOYOTA		:	[000		
	MODEL : LAUUMA MODEL TEAL : ZUU	1/ IADE : IKUCK		Failure Mileage:	2987	Antilock Brakes:	~
2	5TELU42N17Z	Original Owner: Y		Body Style:	PICKUP TRUCK	Speed:	d: 0
# of Cylinders:	6	Engine Size: 4.0		Fuel Type:	GAS	Powertrain:	HEEL DRIVE
Cruise Control:	×	Vehicle Usage:		Purchase Date:	14-NOV-2006	Fuel System:	
Current Mileage:	2989	Transmission Type: AUTOMATIC	1ATIC				
Component:	180000 VEHICLE SPEED CONTROL						
Component:	072000 FUEL SYSTEM, GASOLINE:DELIVERY	JELIVERY					
Dealer Type:	SALES DEALER	Deale	Dealer Name: DAY TC	ΔΑΥ ΤΟΥΟΤΑ		State: PA	
Address1:	1140 CLAIRTON BLVD.	Worl	Work Phone: 412-46	412-469-3000		Zip Code: 15	15236
Address2:		Home	Home Phone:			Country Ext.:	
Cîty:	: PLEASANT HILLS		Fax:				
Country:	INS INSTRUCTION		Email:				





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Complaint Information	mation					
HIQO	10180652		Referral Source:	INTERNET	Num Injured: 0	Property Damage:
Received Date:	24-JAN-2007	Incident Date: 24-JAN-2007	Crash:	z	Num Occurrences: 1	Police Report:
Description:	AT A FULL STOP AT AN INTERSECTION THE TRUCK ACCELERATED BY ITSELF HARD ENOUGH THE BRAKE WOULD NOT HOLD IT. PUSHING THE TRUCK ONTO THE ROAD WITH ONCOMING TRAFFIC. THE CAR MISSED ME. PLEASE DO NOT QUESTION MY ABILITY TO PUSH ON THE BRAKE AND NOT THE GAS AS YOU HAVE IN ALL THE REPORTS I HAVE READ. *NM SEE ALSO 10181486 *DSY	N THE TRUCK ACCELERATED BY ITSELF DT HOLD IT. PUSHING THE TRUCK AFFIC. THE CAR MISSED ME. PLEASE SH ON THE BRAKE AND NOT THE GAS HAVE READ. *NM SEE ALSO 10181486	SELF Fire: ASE ASS 1486	z	Num Deaths: 0	Confidential:
Consumer Information	mation					
Title:	MR.	Address:	Zip Code:		Evening Phone:	Country Phone Code:
Name:		City: WEST NEWTON	Country:	UNITED STATES	Email:	
Org.:		State: PENNSYLVANIA	Daytime Phone:		Fax:	
Product Information	ation					
<u>Vehicle Information</u>	ation					
Product:	Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA	egory :LIGHT VEHICLES PORATION Make :TOYOTA				
	Model :TACOMA Model Year :2007 Type :TRUCK	Type :TRUCK		Failure Mileage:	2987	Antilock Brakes: Y
ND4	5TELU42N17Z	Original Owner: Y		Body Style:	PICKUP TRUCK	Speed: 0
# of Cylinders:	6	Engine Size: 4.0L		Fuel Type:	GAS	Powertrain: 4 WHEEL DRIVE
Cruise Control:	~	Vehicle Usage:		Purchase Date:	14-NOV-2006	Fuel System: FUEL INJECTION
Current Mileage:	2989	Transmission Type: AUTOI	AUTOMATIC			
Component:	180000 VEHICLE SPEED CONTROL					
Dealer Type:	SALES DEALER	Deal	Dealer Name: DAY TOYTA	A		State: PA
Address1:	1140 CLAIRTON BLVD.	Woi	Work Phone: 412-469-3000	000		Zip Code: 15236
Address2:		Нон	Home Phone:			Country Ext.:
City:	PLEASANT HILLS		Fax:			
Country: US	NS		Email:			

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Complaint Information	nation							
#IQO	10172030		Referral Source:		OTHER	Num Injured:		Property Damage: N
Received Date:	28-OCT-2006 Incide	Incident Date: 27-0CT-2006		Crash: N	_	Num Occurrences:	ε	Police Report: N
Description:	SUDDEN ACCELERATION FOR THE THIRD TIME IN THIS VEHICLE. DRIVING ON A MOUNTAINOUS ROAD ABOUT 30 MPH. TRUCK MOVED TO THE SIDE GOING UP AN INCLINE FOR MY HUSBAND TO PASS HIM. HE ACCELERATED AND THE GAS PEDAL "STUCK". APPLIED THE BRAKES WITH NO DISENGAGING OF THE GAS PEDAL. TURNED THE KEY OFF AND ON SO AS NOT TO LOSE THE POWER STERRING. THIS CONTINUED FOR SEVERAL MINUTES. WHEN WE WERE ON A STRAIGHTAWAY, HE TURNED THE KEY OFF AND FINALLY THE GAS PEDAL DISENGAGED. TWO TIMES PREVIOUSLY TOYOTA HAS REPLACED THE CRUISE CONTROL. THIS IS NOT A CRUISE CONTROL ISSUE. THIS IS A GAS PEDAL ISSUE. I WAS TOLD PREVIOUSLY THE MAT WAS UNDER THE GAS PEDAL ISSUE. I WAS TOLD PREVIOUSLY THE MAT WAS UNDER THE GAS PEDAL ISSUE. I WAS TOLD PREVIOUSLY THE MAT WAS UNDER THE GAS PEDAL ISSUE. I WAS TOLD PREVIOUSLY THE MAT WAS UNDER THE GAS PEDAL ISSUE. I WAS TOLD PREVIOUSLY THE MAT WAS UNDER THE GAS PEDAL ISSUE. I WAS TOLD PREVIOUSLY THE MAT WAS UNDER THE GAS PEDAL ISSUE. I WAS TOLD PREVIOUSLY THE MAT WAS UNDER THE GAS PEDAL ISSUE. I WAS TOLD PREVIOUSLY THE MAT WAS UNDER THE GAS PEDAL ISSUE. I WAS TOLD PREVIOUSLY THE MAT WAS UNDER THE GAS PEDAL ISSUE. I WAS TOLD PREVIOUSLY THE MAT WAS UNDER THE GAS PEDAL ISSUE. I WAS TOLD PREVIOUSLY THE MAT WAS UNDER THE GAS PEDAL ISSUE. I WAS TOLD PREVIOUSLY THE MAT WAS UNDER THE GAS PEDAL ISSUE. I WAS TOLD PREVIOUSLY THE MAT WAS UNDER THE GAS PEDAL ISSUE AND THIS IS NOT A CRUISE AND 10149327 *DSV□	RD TIME IN THIS VEHICLE. DRIVING MPH. TRUCK MOVED TO THE SIDE UD TO PASS HIM. HE ACCELERATED D THE BRAKES WITH NO D THE BRAKES WITH NO RIGHT WAY, HE TURNED THE KEY OFF GED. TWO TIMES PREVIOUSLY CONTROL. THIS IS NOT A CRUISE LISSUE. I WAS TOLD PREVIOUSLY THIS IS HARDLY THE PROBLEM. THE MY HUSBAND TRIED TO STOP THE MY HUSBAND TRIED TO STOP THE AGAIN THIS A.M. THIS VEHICLE IS A DWN! *NM SEE ALSO ODI 10158925	LIVING SIDE SIDE RATED O AS O AS AL AL UISE UISE THE THE THE THE THE THE THE THE	Hre: E		Num. Deaths:		Confidential: N
Consumer Information	nation							
Title:	MRS.	Address:		Zip Code:		Evening Phone:	ð	Country Phone Code:
Name:		City: LANSING		Country:	UNITED STATES	Email:		_
Org.:		State: NORTH CAROLINA		Daytime Phone:		Fax:		
Product Information	ition							
Vehicle Information	ation							
Product:	Product Type :VEHICLE Product Category :LIGHT VEHICLES Manufacturer :TOYOTA MOTOR CORPORATION Make :TOYOTA	gory :LIGHT VEHICLES PORATION Make :TOYOTA	I	í				
NILV VILV	3TMLU42N36M	Original Owner: Y		r	railure Mileage: Body Style:	25000 PICKUP TRUCK	Antilock brakes: Speed	akes: 1 Speed: 30
# of Cylinders:	4	Engine Size: 4			Fuel Type:	GAS	Powertrain:	ain: 4 WHEEL DRIVE
Cruise Control:	۲	Vehicle Usage:		_	Purchase Date:	01-JAN-2006	Fuel System:	em: Fuel Injection
Current Mileage:	25000	Transmission Type: A	AUTOMATIC					
Component:	180000 VEHICLE SPEED CONTROL							
Dealer Type:	SALES DEALER	_	Dealer Name:	MIKE JOHNSON HICKOR	ON HICKOR		State: NC	Q
Address1:	435 US HWY 70SE		Work Phone:	704 535 1972	2		Zip Code: 2	28227N
Address2:			Home Phone:				Country Ext.:	
City:	HICKORY		Fax:					
Country:	NS		Email:					

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Complaint Information	nation					
;#IOO	10152011		Referral Source: NHTSA HOTLINE	NHTSA HOTLINE	Num Injured:	Property Damage: N
Received Date:	06-MAR-2006	Incident Date: 06-MAR-2006	Crash:	Y	Num Occurrences: 1	Police Report: Y
Description:	DT*: THE CONTACT STATED WHI THE THROTTLE STICKS. AFTER TH HIGH AND DO NOT DECREASE. TH FOR INSPECTION. ALTHOUGH, TH WITH THE SPEED CONTROL AND WITH THE SPEED CONTROL AND COULD NOT BE REMEDIED BY THE	DT*: THE CONTACT STATED WHILE DEPRESSING THE ACCELERATOR PEDAL, THE THROTTLE STICKS. AFTER THE THROTTLE STICKS, THE RPMS RANGE HIGH AND DO NOT DECREASE. THE VEHICLE WAS TAKEN TO THE DEALER FOR INSPECTION. ALTHOUGH, THE DEALER KNEW THE PROBLEM PERSISTED WITH THE SPEED CONTROL AND THE ELECTRICAL SYSTEM, THE PROBLEM COULD NOT BE REMEDIED BY THE DEALER. UPDATED 03/28/06. *JBCC	EDAL, Fire: GE ER ISTED IM	z	Num, Deaths:	Confidential: Y
Consumer Information	nation					
Title:		Address:	Zip Code:		Evening Phone: SAME	Country Phone Code:
Name:		City: BRECKENRIDGE	Country:	: UNITED STATES	Email:	
Org.:		State: COLORADO	Daytime Phone:		Fax:	
Product Information	ition					
Vehicle Information	ation					
Product:		Category :LIGHT VEHICLES CORPORATION Make :TOYOTA				
	Model :TACOMA Model Year :2006 Type :TRUCK	06 Type :TRUCK		Failure Mileage:	12	Antilock Brakes: Y
ži,	5TEPX42NX6Z	Original Owner: Y		Body Style:	PICKUP TRUCK	Speed:
# of Cylinders:	4	Engine Size: 2.7		Fuel Type:	GAS	Powertrain: 4 WHEEL DRIVE
Cruise Control:	Z	Vehicle Usage:		Purchase Date:	23-JAN-2006	Fuel System: FUEL INJECTION
Current Mileage:	1033	Transmission Type: MANUAL	IAL			
Component:	110000 ELECTRICAL SYSTEM					
Component:	180000 VEHICLE SPEED CONTROL					
Dealer Type:	SALES DEALER	Deal	Dealer Name: BURT TOYOTA	ОТА		State: CO
Address1:	5460 S BROADWAY	Mo	Work Phone: 303-789-6566	566		Zip Code: 80113-6767
Address2:		Ноп	Home Phone:			Country Ext.:
City:	ENGLEWOOD		Fax:			
Country:	NS		Email:			

STATEMENT AND Q&A REGARDING NHTSA DEFECT PETITION FOR ALLEGED TACOMA ENGINE SURGE

(Information as of 02-01-08 V3)

Statement:

The National Highway Traffic Safety Administration ("NHTSA") has received a private citizen petition on 2006 and 2007 model year Toyota Tacoma vehicles to open a Preliminary Evaluation (PE) Investigation. The petitioner alleges an engine speed increase without accelerator application. Based upon this request, NHTSA has opened a Defect Petition to review the petitioner's claim and determine whether the claim has merit or not. This is not a Preliminary Evaluation (PE) Investigation or a recall.

Q1: When did NHTSA receive the petition?

A1: NHTSA received the private citizen petition on January 18, 2008.

Q2: When did NHTSA begin its Defect Petition process?

A2: NHTSA opened the Defect Petition on January 31, 2008. Toyota received the ODI Resume from NHTSA on January 31st, 2008.

Q3: What vehicles are involved in the Defect Petition?

A3: The private citizen submitted the petition on 2006 and 2007 model year Toyota Tacoma vehicles.

Q4: How many vehicles are involved in the NHTSA Defect Petition Investigation?

A4: There are approximately 196,000 2006 and 166,000 2007 model year Toyota Tacoma vehicles manufactured for sale in the United States.

Q5: What prompted NHTSA to open the Defect Petition?

A5: NHTSA received a defect petition letter alleging unintended acceleration of their 2006 model year Toyota Tacoma. The purpose of the Defect Petition is to review the petitioner's claim and determine whether the claim has merit or not.

Q6: What seems to be the source of the problem?

A6: It is premature to comment on the cause if any, Toyota has not received any further information from NHTSA at this time.

Q7: Is this complaint the only one that you are aware of that has experienced this problem?

A7: It is premature to comment. Toyota has not received any further information from NHTSA at this time.

Q8: Is this a recall?

A8: No. This is not a recall. The purpose of the Defect Petition is to review the petitioner's claim and determine whether the claim has merit or not.

Q9: Didn't NHTSA already conduct an investigation on the Toyota Tacoma Accelerator Control System?

A9: No, NHTSA received consumer complaint allegations regarding the Accelerator Control System in certain 2007 model year Toyota Tacoma vehicles. NHTSA did not open a formal investigation to look into these allegations. However, NHTSA did conduct a confirmation test on the 2007 model year Toyota Tacoma for Federal Motor Vehicles Safety Standards (FMVSS) 124 Accelerator Control Systems. Toyota fully cooperated with the agency to support their testing efforts.

Q9A: How many Toyota Tacoma Accelerator Control System complaints has NHTSA received?

A9A: As this was not a formal NHTSA defect investigation, they have not formally advised us of the number of complaints they have received.

TOY-RQ-00030522

Q9B: What were the results of the FMVSS 124 Compliance tests conducted by NHTSA? A9B: The 2007 model year Toyota Tacoma vehicle tested passed the FMVSS 124 Compliance tests.

Q10: Didn't Toyota just recall Camry and Lexus ES 350 vehicles for an Accelerator Control System problem?

A10: The Toyota Camry and Lexus ES 350 All Weather Floor Mat Equipment recall involved the Toyota Camry and Lexus ES 350 All Weather Floor Mats designed specifically for the driver's seating position in certain 2007 and early 2008 model year vehicles. In this case, if the optional Toyota Camry or Lexus ES 350 All Weather Floor Mat (either by itself or if it is placed on top of the existing carpeted floor mat) is not secured by the retaining hooks and the mat moves forward, it may interfere with the accelerator pedal returning to the idle position. If the mat is properly secured, it will not interfere with the accelerator pedal.

Q11: Is the Toyota Tacoma equipped with the All Weather Floor Mat of a similar design?

A11: The Toyota Tacoma All Weather Floor Mat is an optional accessory. Although the overall look of the Toyota Tacoma All Weather Floor Mat may look similar to the Lexus ES 350 and Toyota Camry All Weather Floor Mats, differences in the shape, topographical features, and relation to vehicle interior components make them quite different.

Q12: Have you had any complaints other than this one Defect Petition, and have you had any other lawsuits related to Toyota Tacoma's throttle control system issue?

A12: The complaint that prompted NHTSA's Defect Petition was received by NHTSA. Toyota will cooperate fully with the agency to study this complaint.

Q13: What if customers have questions or safety concerns regarding this issue, should they go to their dealer?

A13: We remain confident in the safety of these vehicles, but if customers have any concerns at all they should feel free to contact our Toyota customer Experience Center.

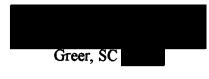
Toyota Customer Experience Center - 1.800.331.4331

From: <scott.yon@dot.gov>. Sent:3/4/2008 7:06 AM.</scott.yon@dot.gov>
To: [-] <csantucci@tma.toyota.com>. Cc: [-] <bill.collins@dot.gov>;<jeff.quandt@dot.gov>.</jeff.quandt@dot.gov></bill.collins@dot.gov></csantucci@tma.toyota.com>
Bcc: [-]
Subject: Vehicle assessment, ODI 10183271
Chris,
Can you please confirm you have received this message and the two attachments?
ODI and VRTC will be assessing a DP08001 subject vehicle on Wednesday, 3/12/2008 in Greer, SCfor the issue
described in the attached documents; Toyotais welcomed to attend. Please let me know if Toyotawants to attend.
Thanks,
Scott
D. Scott Yon
U.S. Department of Transportation
National Highway Traffic Safety Administration
Office of Defects Investigation
W48-308
1200 New Jersey Ave, SE
Washington, DC
20590
Direct: 202-366-0139
Toll Free: 1-877-5 DOT DOT (536-8368) ext 60139
Fax: 202-366-1767
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

Dol Auto Safety Holline Dol Auto Safety Holline U.S. Department of Transportation Vehicle Owner's Questionnaire To Report Vehicle Safety Defects 1-888-DASH-2-DOT (1-888-327-4236) INTERNET:www.nhtsa.dot.gov/hotline Date Received Repository Administration 1-888-DASH-2-DOT (1-888-327-4236) INTERNET:www.nhtsa.dot.gov/hotline Date Received 7.41 Reference No. 1083271 OWNER INFORMATION (Type or Print) Daytime Telephone Number Evening Telephone Number Bame State State Vehicle Mainfacturer. Bare State State Vering Telephone Number Signature of Owner Vehicle InFORMATION Yes NO Signature of Owner Vehicle InFORMATION Make Model Yes Vehicle Information Date Received Model Model 2006 Signature of Owner Dealer's Name and Telephone Number ToYOTA TaCOMA 2006 Signature of Owner Dealer's Name and Telephone Number No: Cylinders 4 Gas Sc Original Owner Dealer's City EASLEY State Zip Code No: Cylinders 4 Gas Original Owner Cruise Control REAR WHEEL DRIVE Make No: Cylin							.	lation -			FOF	R AGENCY USE ONI	Y 1	00148	
US Department Verificie Uwiter S Questionnance Control	2)		DOT Auto Safety Hotline											
In mational bigway readinates and the set of t				To Report Vehicle Safety Defects											
National Highway Internet Safety Internet	-			1-888-DASH-2-DOT											
Administration INTERNET INFORMATION (Type or Print) Daytime Telephone Number Barne				(1-888-327-4236)						22-	FED-2007				
anne Layoute regione invites Layoute regione invites address Evening Telephone Number Evening Telephone Number Do rou authorize NHTSA to provide a copy of this report to the menufacture of your vehicle? Marce Model Do rou authorize NHTSA to provide a copy of this report to the menufacture of your vehicle? Model Model 20 grau authorize NHTSA to provide a copy of this report to the menufacture of your vehicle? Model Model 21 di Vehice Identification Number Located at bottom of wridshell on dwers site Pleixe Model Model 21 di Vehice Identification Number Located at bottom of wridshell on dwers site Pleixe ToCOTA ToCOTA 2006 21 di Vehice Identification Number Located at bottom of wridshell on dwers site Pleixe ToCOTA ToCOTA 2006 21 di Vehice Identification Number Located at bottom of wridshell on dwers site Pleixe ToCOTA ToCOTA 2006 21 di Vehice Identification Number Dealer's Name and Telephone Number State Zip Code Code 2006 21 di Vehice Identification Number ToCota ToCota State Zip Code Code Code Code Code Code Code Code Code			1	INTE	RNE	F:www.nht	tsa.do	ot.gov/h	otiine						
differs Evening Telephone Number Do you subtrize MPTSA to provide a copy of this report to the manufacturer of your vehicle? Development D			OM	NER INFORM	IATI	ON (Type o	r Print	:)			Daytime 1	Felephone Number	E-ma	il Address	
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VEHICLE INFORMATION 17 dag vahibe Identification Number Located at bottom of windshield on driver's site Date Purchased Model Model 2006 Date Purchased Dealer's Name and Telephone Number 06-DUN-06 ToYOTA Engine: ToYOTA No: Cylinders 4 Gas Original Owner Dealer's City EASERY State Zip Code No: Cylinders 4 Gas Transmission Type Antilock Brakes Powertrain REAN WHEEL DRIVE Vehicle Component Code No: Cylinders 4 Gas AUTOMATIC Cruise Control REAR WHEEL DRIVE Wehicle Speed Control: CRUISE CONTROL Multiple Failure: 60 Incident Date(s) Failure Mileage Failure Speed The Model (Name or Number) The Sce (Example P215/65R15) Tor No. (Example: DOTMALSABC036) Original Equipment Free Make The Model Mane or Number) The Sce (Example P215/65R15) Tor No. (Example: DOTMALSABC036) Original Equipment Free Make Failure Trees To BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE The Make Seat Component Code: Failer Part: Instalation System: Instalation System: Ind Seat Component Code: Failer Part: Number of Deaths Reported to Police N Prover Mas descred Coverations and reginal formatin	In the a	bsence of	an aut	to provide a	UTSA	WILL NOT p	provide	e your nam	e or address	ς το τ	ne venicie	manufacturer.	1 140		
(2) dge Vender (Jestification Number) Deskert Name and Telephone Number TACOMA 2006 Det Purchased Desker's Name and Telephone Number Engine: No: Cylinders 4 Fuel Type: Gisinal Owner Desker's City State Zip Code State Providens 4 Fuel Type: Tansmission Type Antilock Brakes Powertrain REAR WHEEL DRIVE Vehicle Component Code State State Corponent Code AUTOMATIC Cruise Control REAR WHEEL DRIVE Wehicle Component Code No: Cylinders 4 Gas Incident Date(s) Falure Speed 786 Cd Powertrain Tres Size (Example P215/65R15) Tre Make The Model (Name or Number) The Size (Example P215/65R15) The Size (Example P215/65R15) Or No. (Example: DOTMALSPAECO36) Original Equipment Failure Negal The Size (Example P215/65R15) Tre Component Code Inter Model (Name or Number) The Size (Example P215/65R15) The Size (Example P215/65R15) Cruise Component Code: Falure Type Installation System: Model No./Name: Seat Type: Installation System: Reported to Police N Crash Fire <td< th=""><td>Signatu</td><td></td><td>·</td><td></td><td></td><td></td><td>VEHI</td><td>CLE INFO</td><td>RMATION</td><td></td><td></td><td></td><td></td><td></td></td<>	Signatu		·				VEHI	CLE INFO	RMATION						
STETN22N36Z TOYOTA TACOMA 2006 Date Purchased Dealer's Name and Telephone Number Engine: No: Cylinders 4 Fuel Type: Original Convert Dealer's Riame and Telephone Number State Zip Code State No: Cylinders 4 Fuel Type: Original Convert Dealer's Name and Telephone Number State Zip Code State State State State State State State Gas Tarsmission Type Antilock Brakes Powertrain REAR WHEEL DRIVE No: Cylinders 4 Gas Gas AUTOMATIC Tarsmission Type Antilock Brakes Powertrain REAR WHEEL DRIVE Insolo VEnicLE SPEED CONTROL-CRUISE CONTROL Multiple Failures 60 Failure Speed Failure Speed The Model (Name or Number) The Size (Example P215/65R15) For No. (Example: DOTMAL9ABC036) Original Equipment Failure Location: The Size (Example P215/65R15) For Component Code Failed Part: Instalation System: Instalation System: Instalation System: End Seat Component Code: Failer Distromal Trees Conscience, and (3) what was done to correct the failure; (apartis painter) (Corpus-1) (and painter) (Corpus-1) (17 diait V	ehicle Identi	fication	Number Locate	d at bo	ottom of winds						Model			
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Sc Sc ransmission Type Antilock Brakes Powertrain AUTOMATIC Cruise Control REAR WHELD BRIVE AUTOMATIC Cruise Control REAR WHELD BRIVE Multiple Failure: 60 Failure Mileage Failure Speed 27.4UG-2006 Failure Mileage 9000 20°Crt Incident Date(s) Failure Mileage 9000 20°Crt Incident Date(s) Failure Speed 27.4UG-2006 Pailure Speed 20°Crt Pailure Speed 20°Cr			20	TOYOTA OF	ne and EASL	LEY 8648552	2233	•				-			
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AUTOMATIC Iter Cruise Control REAR WHEEL DRIVE Iter Bastou Vehicle Speed Control Multiple Failures 60 Failure Speed 27-AUG-2006 Failure Speed 28/007 28/007 The Speed 28/007 Colspan="2">Failure Speed 28/007 The Speed The Model (Name or Number) The Size (Example P215/65R15) OT No. (Example: DOTMAL9ABC036) Dot No. (Example: DOTMAL9ABC036) Dot No. (Example: DOTMAL9ABC036) The Failure Stoped ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE ADDITIONAL TEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE ADDITIONAL TEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT F	Transmission Type V Aptilock Brakes Powertrain Vehicle Component Code						701								
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REPORT ON SAFETY ISSUES WITH 4 CYLINDER TOYOTA TACOMA TRUCKS AND POTENTIAL SOLUTIONS THERETO

SUBMITTED BY:



October 4, 2006

REPORT ON SAFETY ISSUES WITH 4 CYLINDER TOYOTA TACOMA TRUCKS AND.doc Page 1 of 3 Author: P.E. Written: October 4, 2006

ATTACHI

1. STATEMENT OF PROBLEMS:

- 1.1. The 2006 4 cylinder Tacoma pickups have 2 safety issues as listed below.
 - 1.1.1. The cruise control will make sudden surges when the vehicle is above 60 miles per hour which have a potential loss of control and abruptly drops the transmission into second gear. The resultant torque can cause damage to the engine and gear train.

This defect has also been reported on 2006 4 cylinder Toyota Matrix models according to Toyota service personnel.

1.1.2. The electric door locks do not automatically lock the doors when the vehicle is put into gear. This opens the occupants to the hazard of carjacking unnecessarily.

Again, Toyota service personnel state that this cannot be reprogrammed and also occurs on all Tacomas and the Highlander with a gasoline engine. The doors automatically lock on all other models including the Highlander Hybrid according to Toyota service personnel.

2. <u>SCOPE:</u>

- 2.1. This report applies only to 4 cylinder Tacoma Pickup trucks as I have not tested any Matrix.
- 2.2. The truck tested is a Tacoma Access Cab, VIN #5TETX22N362 owned by the writer. The vehicle currently has less than 5000 miles and was purchased new in June, 2006, from Toyota of Easley in Easley, SC.
- 2.3. I was told by Mr. **Sector** that he had tested a new 2006 Toyota Tacoma SR5 with the same drive train and at the same conditions with the same results. Therefore it can be said that the condition is generic to the vehicle model and not specific to the test vehicle.
- 2.4. No changes of any kind have been made to the vehicle. It remains as it was received from the dealer.

3. STATEMENT OF EVENTS INVOLVING THE CRUISE CONTROL SURGE PROBLEM:

- 3.1. In late July, 2006, I was operating my 2006 Toyota Access Cab with a 4 cylinder engine and the cruise control engaged on I 85 northbound between Greer, SC and Gaffney, SC. I was going 70 mph at 2100 RPM. When I encountered small hills and the speed dropped less than 1 mph, the vehicle shifted from 4th gear down to 3rd gear and the rpm increased about 400 rpm. After a few seconds (< 5) the transmission shifted down into 2nd gear and the rpm surged to 5100 rpm. The shift was not smooth and most disconcerting. Again after a few seconds, the transmission shifted back up into 3rd and then 4th as speed was returned to 70 mph.</p>
- 3.2. On Sunday, 8/27/2006, I was driving on I 385 at 70 mph and on cruise control in my 2006 Tacoma Access Cab. When I crossed the US 276 bridge with its very slight incline and curve, the engine surged to 4500+ RPM. The surge was so abrupt that the vehicle almost went out of control by swerving and headed toward the bridge railing. I was able to regain control by tapping the brakes and disconnecting the cruise control. Had the road been slightly wet, it is any one's guess if I would have been able to avoid an accident. Since that incident, I do not think it is safe to use the cruise control.
- 3.3. I have been to the Toyota of Easley Service Center and the vehicle has been thoroughly checked and the phenomenon demonstrated to the Service Manager.
- 3.4. These events have been reported to the Toyota on-line Help Desk, Toyota of Easley Service Department and to Regina Williams, Toyota District Service Manager.

REPORT ON SAFETY ISSUES WITH 4 CYLINDER TOYOTA TACOMA TRUCKS AND.doc Page 2 of 3



EXPERIMENTS TO DETERMINE CAUSES AND TO EXPLORE POSSIBLE SOLUTIONS: 4.

- 4.1. All tests were conducted on I 85 from Atlanta, GA, to Charlotte, NC, and I 385/26 between Greenville, SC and Columbia, SC, except as noted below.
- 4.2. Results have been the same in all instances.
- 4.3. Several iterations of each test were made.
- 4.4. Tests and results are as follows:

4.4.1. Test 1: Operate on cruise control below 60 mph. The surge does not occur.

- 4.4.2. Test 2: Operate on cruise control at 65 mph. The surge occurs occasionally.
- 4.4.3. Test 3: Operate on cruise control at 70 mph. The surge occurs without exception on all but the slightest upslope. The transmission drops from 4th to 3rd and the surge is almost immediate after the speed starts to drop and the downshift to 3rd gear. At that point the transmission drops to 2nd gear and the rpm spikes to 5100. It returns to approximately 2400 to 2800 rpm and shifts back to 3rd within a few seconds.
- 4.4.4. Test 4: Operate the vehicle with manual speed control (cruise control off at 70 mph). Absolutely no problems and the rpm remains at approximately 2100.
- 4.4.5. Test 5: Operate on cruise control at 70 mph and manually adding gas when the speed drops. The surge usually can be avoided if the extra fuel is supplied early enough.
- 4.4.6. Test 6: I drove my 2004 4 cylinder Camry with 3 adult passengers up US 25 from Greenville, SC toward Hendersonville, NC. This road has a 6% upslope. While the RPM rose to 4,000 the transition was smooth and there was no surge. The surge also does not occur on Corollas. (Shown by previous drives on the same route.)

5. CONCLUSIONS:

- 5.1. The tests indicate that the surge at 70 mph occurrence is limited to Toyota 4cylinder Tacomas (and possibly Matrixes if the reports given me are true) and does not occur on other vehicles. (Test 6 and previous experience with Camrys and Corollas)
- 5.2. The surge is related to the speed of the vehicle. (Tests 1, 2, 3)
- 5.3. The amount of fuel delivered to the engine plays a role in the occurrence of the surge. (Tests 4, 5)
- 5.4. There may be insufficient time delay between the electronic fuel control calling for additional fuel and the
- downshift to 2^{nd} . (Test 1, 2, 3, 5) 5.5. The problem is entirely in the engine and transition control computer. The fuel supply system is adequate for the operating conditions. (Tests 4, 5)

POTENTIAL FIXES: 6.

- 6.1. Reprogram the control computer to add fuel at a greater rate when the cruise control calls for it, or 6.2. Reprogram the control computer to delay or prevent the drop to 2nd gear when operating in cruise control mode, or
- 6.4. While reprogramming the computer on the cruise control problem, make the computer lock the vehicle doors when
- the gears are shifted out of Park as happens on almost every other Toyota.

Ρ.E. Author: Written: October 4, 2006

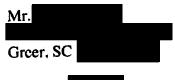
REPORT ON SAFETY ISSUES WITH 4 CYLINDER TOYOTA TACOMA TRUCKS AND.doc Page 3 of 3

TOYOTA MOTOR NORTH AMERICA, INC.

NEW YORK OFFICE 9 WEST 57TH STREET - SUITE 4900, NEW YORK, NY 10019

TEL: (212) 223-0303 FAX: (212) 759-7670

December 15, 2006



Dear Mr.

We received your letter to Toyota Motor North America.

We take seriously any concerns that consumers have with our vehicles and the services we provide. However, all complaints are handled by the Customer Relations department of Toyota Motor Sales U.S.A., which is located in Torrance, California, and your letter has been forwarded to them for review.

Please accept our apologies, and thank you for bringing this situation to our attention.

Sincerely.

Julict Williams Toyota Motor North America



VIA CERTIFIED MAIL, RETURN RECEIPT REQUESTED

Mr. Jim Press President and COO Toyota Motor Sales 19001 Southwestern Ave. Torrance, CA 90501

November 30, 2006

Dear Mr. Press:

I have been a Toyota owner for 30 years and have purchased Toyotas exclusively since 1985. Currently there are 6 late model Toyotas in my extended family. Except for the latest acquisition, a 2006 Tacoma Access Cab 4 cylinder two wheel drive, the vehicles have always met or exceeded my expectations.

I regret taking up your time but my efforts to go through Toyota channels at a lower level have been totally unsuccessful. Responses have ranged from a form letter saying nothing can be done to one from Mr. Ken Czubay suggesting I write you. I have attached a copy of the reply from Mr. Czubay's representative, Ms Amy Parks. Either the Toyota personnel were unwilling or unable to do anything to fix what I consider a severe design problem in my 2006 Toyota Tacoma.

Regretfully, I cannot recommend the Tacoma due to what I consider two Design defects. These defects are not specific to my vehicle but are generic to the entire product line and possibly others. The first can lead to catastrophic loss of control and/or failure of drive train components. The second fails to protect the operator from possible carjackers and/or entry of unwanted passengers. Basically my Tacoma is an outstanding vehicle but Toyota has added an expensive accessory that, when used as directed, can turn it into a potentially lethal machine.

The first defect has the cruise control downshifting as far as second gear before it adds fuel. The result is that, above 60 miles per hour, the rpm can surge momentarily to 5100 rpm. The resultant abrupt torque increase can cause the vehicle to swerve and also place excessive torque loads on the drive train components. The abrupt swerve has happened to me. Fortunately I was able to disengage the cruise control before I hit a concrete barrier and there were no other vehicles nearby. As a Professional Engineer, I cannot understand why a car company that lives on its reputation for engineering excellence would program a cruise control to downshift before increasing fuel to the engine. Additionally I am incredulous that any engineer would allow any transmission in any vehicle to downshift to second gear at 70 mph.

A complete report on the problem and the tests I conducted is included in the copy of my letter to Mr. Czubay. My results and conclusions were confirmed by your Regina Williams, District Service Operations Manger, and Kevin Pilotte, Field Product Engineer, who test drove my vehicle with a data recorder attached. Mr Pilotte was kind enough to show me a computer trace of the sequence of operation of the cruise control. The trace confirmed that my estimate of the sequence of operation was correct.

The second safety deficiency is that the electric door locks do not activate automatically as in every other Toyota model except, apparently, the Highlander gas version. In this day and age, this is an invitation to would be carjackers or worse. According to your representatives, this is not reprogrammable as the vehicle is designed.

My first contact through the Toyota Customer website and by telephone to the Care Center resulted in emails that were form letters and basically said nothing could be done. Tommy Norris of Toyota of Easley was able to get me a meeting with Teresa Williams, who after a face-to-face meeting got Kevin Pilotte to personally inspect my truck.

On 10/19/06, I received a call from a David Drury, Executive Administrator, in California. He stated that Mr. Pilotte reported that the cruise control "operated as designed" and that Toyota was not going to do anything else or correct the problem. He also gave me the website and 800 number for the NHTSA. My impression was that his attitude is "too bad, so sad". I still do not have a copy of the report or any correspondence as to what Toyota is planning to do, if anything.

Letter to Pres.TMS.doc

Page 1 of 2

There has never been any question that my truck operated as designed. I bring this to Toyota's attention because I believe that this flawed sequence of operation is a public hazard. The Code of Ethics for Professional Engineers requires that I do so.

Does someone have to die, transmissions hit the pavement and/or someone is carjacked before Toyota fixes the problems.

I respectfully request your help in this matter. My long, entirely satisfactory relationship with Tommy Norris and his crew at Toyota of Easley have caused me to provide this opportunity to you.

Sincerely yours,



Attch:

- 1. Email from Amy Parks, Assistant Manager, Customer Loyalty, Southeastern Toyota Distributors: 11/11/06
- 2. Copy of letter with attachments sent to Mr. Ken Czubay, President, Southeastern Toyota Distributors: 11/11/06

Letter to Pres.TMS.doc

Page 2 of 2

From:	Parks, Amy [Amy.Parks@setoyota.com]
Sent:	Monday, November 27, 2006 4:59 PM
To:	
Subject	: 2006 Tacoma

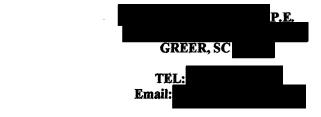
Mr.

Here is a brief summary of the conversation that we had today. I called you this afternoon and advised that I was calling on behalf of Mr. Czubay whom you had sent a letter to here at Southeast Toyota. I advised that I had read through your letter to and saw the testing that you had done on your 2006 Tacoma. You advised that you had gone through the normal channels and now wanted Mr. Czubay to contact Toyota Motor Sales to take your concerns regarding the design of the Tacoma to the next level. You advised that you already spoke with the executive offices there with no results and that you would write to Mr. Czubay at his home address if something would get done. I advised you again that Mr. Czubay had forwarded the letter to me and the result would be the same. You repeatedly said that we have a "smoking gun" on our hands and that someone will get hurt if Toyota does not change the design of this vehicle. You also advised that you know the vehicle is operating as designed but believe that there is a flaw in the design that needs to be changed. I advised you that this cannot be done at the distributor level and that you need to address this with Toyota Motor Sales and their technical or legal departments. You advised you will be writing a letter to Jim Press before the end of the week and will be filing a complaint to NHTSA on January 4. You said that he cannot let this go and have someone get hurt as nothing is being done - the Code of Ethics for Professional Engineers requires you to do so. I confirmed the Toyota's corporate address with you and our conversation ended.

Amy Parks Assistant Manager Customer Loyalty Department Phone (954)420-4753 Fax (954) 363-4057

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11/30/2006



VIA CERTIFIED MAIL, RETURN RECEIPT REQUESTED

Mr. Ken Czubay President and COO SE Toyota Distributors LLC 100 Jim Moral Blvd. Deerfield Beach, FL 33442-1702

November 11, 2006

Dear Mr. Czubay:

I have been a Toyota owner for 30 years and have purchased Toyotas exclusively since 1985. Currently there are 6 late model Toyotas in my extended family. Except for the latest acquisition, a 2006 Tacoma Access Cab 4 cylinder two wheel drive, the vehicles have always met or exceeded my expectations. I regret taking up your time but my efforts to go through Toyota channels at a lower level have been totally unsuccessful.

Regretfully, I cannot recommend the Tacoma due to what I consider two design defects. These defects are not specific to my vehicle but are generic to the entire product line and possibly others. The first can lead to catastrophic loss of control and/or failure of drive train components. The second fails to protect the operator from possible carjackers and/or entry of unwanted passengers. Basically my Tacoma is an outstanding vehicle but Toyota has added an expensive accessory that, when properly used, can turn it into a potentially lethal machine.

I have taken these problems to Toyota through your normal channels without success. With the exception of Toyota of Easley where I have bought 7 vehicles since 1985, the results have been totally unacceptable. The responses have been more in line with what I would expect from GM, Ford or Chrysler. Toyota of Easley did everything it could.

The first defect has the cruise control downshifting as far as second gear before it adds fuel. The result is that, above 60 miles per hour, the rpm can surge momentarily to 5100 rpm. The resultant abrupt torque increase can cause the vehicle to swerve and also place excessive torque loads on the drive train components. The abrupt swerve has happened to me. Fortunately I was able to disengage the cruise control before I hit a concrete barrier and there were no other vehicles nearby. As a Professional Engineer, I cannot understand why a car company that lives on its reputation for engineering excellence would program a cruise control to downshift before increasing fuel to the engine. Additionally I am incredulous that any engineer would allow a transmission to downshift to second gear a 70 mph.

A complete report on the problem and the tests I conducted is included as Attachment 1. My results and conclusions were confirmed by your Regina Williams, District Service Operations Manger, and Kevin Pilotte, Field Product Engineer, who test drove my vehicle with a data recorder attached. Mr Pilotte was kind enough to show me a computer trace of the sequence of operation of the cruise control. The trace confirmed that my estimate of the sequence of operation was correct.

The second safety deficiency is that the electric door locks do not activate automatically as in every other Toyota model except, apparently, the Highlander gas version. In this day and age, this is an invitation to would be carjackers or worse. According to your representatives, this is not reprogrammable as the vehicle is designed.

My first contact through the Toyota Customer website and by telephone to the Care Center resulted in emails that were form letters and basically said nothing could be done. Tommy Norris was able to get me a meeting with Teresa Williams, who after a face-to-face meeting got Kevin Pilotte to personally inspect my truck.

After Mr. Pilotte's trip, on 10/18/06 at 3:25 PM, I got a barely understandable call from a Robbie at your facility. She stated that I had received a courtesy inspection and, if I wanted any further action, I would have to go through TMS in California. She left the appropriate telephone numbers. I called back, got a voice mail, and left a message to please call me. I am still awaiting that return call.

Letter to Pres. SE Toyota.doc

Page 1 of 2

On 10/19/06, I received a call from a David Drury, Executive Administrator, in California. He stated that Mr. Pilotte reported that the cruise control "operated as designed" and that Toyota was not going to do anything else or correct the problem. He also gave me the website and 800 number for the NHTSA. My impression was that his attitude is "too bad, so sad". I still do not have a copy of the report or any correspondence as to what Toyota is planning to do, if anything.

There has never been any question that my truck operated as designed. I bring this to Toyota's attention because I believe that this flawed sequence of operation is a public hazard. The Code of Ethics for Professional Engineers requires that I do so.

A copy of all correspondence is included as Attachment 2.

Does someone have to die, transmissions hit the pavement and/or someone is carjacked before Toyota fixes the problems.

I respectfully request your help in this matter. My long, entirely satisfactory relationship with Tommy Norris and his crew at Toyota of Easley have caused me to provide this opportunity to you.

Sincerely yours,

P. E.

Attch:

- 1. REPORT ON SAFETY ISSUES WITH 4 CYLINDER TOYOTA TACOMA TRUCKS AND POTENTIAL SOLUTIONS THERETO, 10/4/06
- 2. Various emails (Quantity 13)

Letter to Pres. SE Toyota.doc

Page 2 of 2

From:

Sent: Thursday, October 19, 2006 3:49 PM

To: Toyota District Service Manager (regina.williams@setoyota.com); 'kevin.pilotte@setoyota.com'

Cc: Toyota of Easley (Norristommy@hotmail.com); Toyota of Easley (Service@toyotaofeasley.com)

Subject: Call from Toyota in Torrance, CA. Memo for record

I receive a telephone call from a David Drury today concerning my 2006 Toyota Tacoma Access Cab.

He stated that he and a report filed today, 10/19/06 @ 12:30 PM stating that my vehicle was preformed as designed. I got the impression that Toyota was not planning to do anything further. My impression was that his attitude is "too bad, so sad. He was kind enough to give me the NHTSA web site address and their telephone number.

There is no question in my mind that the cruise control operates as it was programmed at the factory. My contention is that the cruise control is improperly programmed. I still cannot believe that the program downshifts before fuel is increased. This defies any logic in the operation of any vehicle. This sequence of events was confirmed by the plot shown to me on your visit on 10/17/07.

The bottom line is that you have a \$21,000 vehicle that has a cruise control which cannot be safely operated.

I expect to hear from you in a reasonable period of time as to Toyota's future plans in this matter before there is a catastrophic accident. If Toyota is not going to do anything, please tell me so that I can take further action through other channels.

Greer, SC Tel:	
Cell Email:	

11/4/2006

From: Sent: To: Subjec	Thursday, October 05, 2006 1:07 PM 'Williams, Regina'; Toyota of Easley (Norristommy@hotmail.com) t: RE: Followup On Our Conversation 10/2/06 And My Report On The Cruise Control Problem

Thank you for your prompt responses.

Of course, I expect someone to review the problem and response will not be immediate. They do have to investigate the situation. However, I do expect to be contacted by someone within two to three weeks in the course of the investigation to be assured that Toyota is taking this problem seriously and that action is being taken to eliminate the potentially dangerous situation..



----Original Message-----From: Williams, Regina [mailto:Regina.Williams@setoyota.com] Sent: Thursday, October 05, 2006 9:42 AM To Comment Cc: Toyota of Easley; Toyota of Easley Subject: RE: Followup On Our Conversation 10/2/06 And My Report On The Cruise Control Problem

Hello Mr.

I am in receipt of your e-mail and have forwarded it on to our technical dept. as well as our Customer Loyalty Dept. Once all of the information has been reviewed, either myself or someone from Toyota will be in contact with you. I cannot give you an exact date but I can assure you it will be within a reasonable time.

Thank you for allowing us to look into your concerns.

Regina Williams

From:

Sent: Wed 10/4/2006 9:07 PM To: Williams, Regina Cc: Toyota of Easley; Toyota of Easley Subject: Followup On Our Conversation 10/2/06 And My Report On The Cruise Control Problem

This email is to follow up on our conversation of 10/2/2006.

First, let me say that you did state that you would get back to me on Tuesday, 9/26/2006. I see in my notes from our meeting on 9/25/06 that you said that you would get back to me the next day. At that time I also expressed surprise that you would call that soon. When you did not call by 10/02/2006, I called Tommy Norris since we have hade a superb customer relationship for more than 20 years. I was not surprised that you stated that this kind of action takes time. Later in the conversation, you further stated that Toyota was not going to do anything about the problem. If that decision was already

10/5/2006

ATTACH 2 # 2

First, let me reiterate that other than the two safety issues, the Tacoma is an excellent vehicle which is the best in its class. The only defects that I know about are the surge problem with the cruise control and the failure to automatically lock the doors.

I find it beyond belief that a company that prides itself on its customer service, engineering excellence and customer safety would add a high priced accessory that could turn the vehicle into a potential lethal vehicle. Your reference to a disclaimer in the manual that is supposed to say that a driver should not use the cruise control on hilly roads simply does not exist in the section on the cruise control. See pages 199 to 201 in the 2006 Owner's Manual, Publication #OM35871U, Part #01999-35871 that I received in the mail from Toyota last month. Furthermore, it does not appear in the original manual received with the vehicle. The reference to winding roads does not apply in this case as the surge occurs on absolutely straight sections of normal interstates. Your assertion that the problem has only occurred in Upstate SC cannot be accurate because it has happened to me near Atlanta (in Georgia) and near Columbia (in the SC Piedmont). Maybe you have not heard of other occurrences outside of your area of responsibility.

I have run several experiments on my Tacoma and believe that I have discovered the cause and simple action required to fix the problem. My report is attached to this email.

The bottom line is that Toyota has, in fact, produced an excellent vehicle and then added an accessory that can cause catastrophic loss of control or drive train failure when used properly. You have sold vehicles that list for over \$21,000 (including taxes and fees) and added an accessory that is unsafe for its intended use. Toyota now has been alerted to this hazard both through you, through my notices to your website and reports to your dealer. I have given you two copies of all correspondence with them.

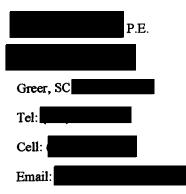
I purchased the vehicle because of the confidence I have gained in 30 years of owning Toyotas. As I am an active sports official who travels over 4,000 miles a year on open highways, I need a cruise control to alleviate the physical stress when going to games. If it were not for the excellent cruise controls in the seven previously owned Toyota vehicles, I would never have purchased this one.

If, as you say, Toyota's attitude is "That's the way it is and we are not going to do anything about it" you will leave me no alternative but to file a complaint to the National Highway Traffic Safety Administration, the SC Consumer Protection Agency and any other agency involved in automotive safety and reliability. The ethics code of a Professional Engineer will not allow me to ignore a public safety hazard.

I am delaying such action for 90 days (until January 4, 2007) because of the long, successful and professional relationship with Tommy Norris and Toyota of Easley and the fact that any fix takes time. His organization is in no way responsible nor can they fix it. The problem is entirely Toyota's. If your section of the organization cannot do anything about it, may I suggest that you take it to someone who can. I suggest that Toyota fix the problem before someone dies and/or transmissions begin to hit the pavement.

I fully expect to hear from you as to what action Toyota is planning to take and when it will be implemented.

10/5/2006



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From: Sent: To: Cc: Subject: Williams, Regina [Regina.Williams@setoyota.com] Thursday, October 05, 2006 9:42 AM

Toyota of Easley; Toyota of Easley RE: Followup On Our Conversation 10/2/06 And My Report On The Cruise Control Problem

Hello Mr.

I am in receipt of your e-mail and have forwarded it on to our technical dept. as well as our Customer Loyalty Dept. Once all of the information has been reviewed, either myself or someone from Toyota will be in contact with you. I cannot give you an exact date but I can assure you it will be within a reasonable time.

Thank you for allowing us to look into your concerns.

Regina Williams

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Sent: Wed 10/4/2006 9:07 PM To: Williams, Regina Cc: Toyota of Easley; Toyota of Easley Subject: Followup On Our Conversation 10/2/06 And My Report On The Cruise Control Problem

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First, let me reiterate that other than the two safety issues, the Tacoma is an excellent vehicle which is the best in its class. The only defects that I know about are the surge problem with the cruise control and the failure to automatically lock the doors.

I find it beyond belief that a company that prides itself on its customer service, engineering excellence and customer safety would add a high priced accessory that could turn the vehicle into a potential lethal vehicle. Your reference to a disclaimer in the manual that is supposed to say that a driver should not use the cruise control on hilly roads simply does not exist in the section on the cruise control. See pages 199 to 201 in the 2006 Owner's Manual, Publication #OM35871U, Part #01999-35871 that I received in the mail from Toyota last month. Furthermore, it does not appear in the original manual received with the vehicle. The reference to winding roads does not apply in this case as the surge occurs on absolutely straight sections of normal interstates. Your assertion that the problem has only occurred in Upstate SC cannot be accurate because it has happened to me near Atlanta (in Georgia) and near Columbia (in the SC Piedmont). Maybe you have not heard of other occurrences outside of your area of responsibility.

I have run several experiments on my Tacoma and believe that I have discovered the cause and simple action required to fix the problem. My report is attached to this email.

ATTACK 7 #3

TOY-RQ-00030582

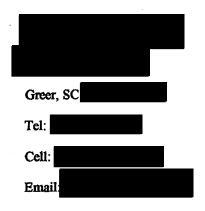
The bottom line is that Toyota has, in fact, produced an excellent vehicle and then added an accessory that can cause catastrophic loss of control or drive train failure when used properly. You have sold vehicles that list for over \$21,000 (including taxes and fees) and added an accessory that is unsafe for its intended use. Toyota now has been alerted to this hazard both through you, through my notices to your website and reports to your dealer. I have given you two copies of all correspondence with them.

I purchased the vehicle because of the confidence I have gained in 30 years of owning Toyotas. As I am an active sports official who travels over 4,000 miles a year on open highways, I need a cruise control to alleviate the physical stress when going to games. If it were not for the excellent cruise controls in the seven previously owned Toyota vehicles, I would never have purchased this one.

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From: Ask Toyota [toyota_cares@toyota.com]

Sent: Thursday, August 31, 2006 7:36 PM

To:

Subject: Continuation of Case number #200608150831 [Incident: 060815-000193] [Incident: 060830-000310]

Recently you contacted Toyota. Below is a summary of your contact message and our response.

Thank you for allowing us to be of service to you.

Subject

Continuation of Case number #200608150831 [Incident: 060815-000193]

Discussion Thread

Response (James)

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

We apologize for your concern regarding the cruise control of your 2006 Tacoma.

In order to properly assess your concerns, we have contacted the Customer Relations Manager at Toyota Of Easley to further evaluate your Tacoma.

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.

The Customer Relations Manager will contact you by the end of the business day, Wednesday, September 6, 2006. In the event you do not receive any contact from the dealership by this date, please contact us with file #200608311374.

Toyota Customer Experience

Customer

08/30/2006 06:41 PM

08/31/2006 04:35 PM

On Sunday, 8/27/2006, I was driving on I385 at 70 mph and on cruise control in my 2006 Tacoma Access Cab. When I crossed the US 276 bridge with its very slight incline and curve, the engine surged to 4500+ RPM. The surge was so abrupt that the vehicle almost went out of control by swerving and headed toward the bridge railing. I was abele to regain control by tapping the brakes and disconnecting the cruise control. Had the road been slightly wet, it is any one's guess if I would have been able to avoid an accident. Since that incident, I do not think it is safe to use the cruise control.

Ihave been told that this condition occurs normally on the 2006 Tacoma and Matrix models with 4 cylinders engines, it is hard to believe that Toyota would build vehicles that can induce a skid and would go to two gears lower at 70 MPH. The potential for a catastrophic accident is very high. As a Professional Engineer who spent many years concerned with industrial safety in my many projects

9/28/2006

ATTACH 27

involving industrial operations, I would classify this as an extremely hazardous situation.

Additionally, the potential for severe damage to the engine and drive train is also unacceptable when an engine and gear train turning 2100 RPM suddenly accelerate to 5100 RPM. I have personally observed this to occur on my Tacoma. As a Physics teacher, I can only speculate the pressures the automatic transmission and torque loads the engine and drive train will see.

This over speed condition does not occur when I drive the truck manually on the same road and at the same speed. Since you say it occurs on all Tacoma and Matrix 4 cylinder models under cruise control, I can only conclude that the electronic programming is at fault.

Currently there are six late model Toyotas in my extended family. This includes 2 Corollas, 3 Camrys and the Tacoma. All have 4 cylinder models and none, except the Tacoma, exhibits this sudden surge phenomena. Even in the Tacoma, this sudden surge phenomenon does not occur below 60 mph.

At this point, I must state that I fully believe that the dealer that sold me the vehicle has made a bona fide effort to correct the problem. The fault, therefore, must be at the factory and I fully expect to discuss this situation with The Tacoma Factory Representative when she comes in the next few weeks as you and Tommy Norris promised.

This is the ninth Toyota dating back to a 1972 used one, which my wife and I have owned in the past several years. It is the first one where the engineering quality has disappointed me. I trust that Toyota will resolve this problem.

From:	
Sent:	Wednesday, August 30, 2006 9:42 PM

To: Toyota of Easley (Norristommy@hotmail.com); Toyota of Easley (Service@toyoaofeasley.com); 'Norristommy@toyoaofeasley.com'

Subject: My 2006 Toyota Tacoma

Mr. Bishop:

This is to confirm our telephone conversations of the last two days. It is also a continuation of the engine surge problem on cruise control I reported to you earlier.

On Sunday, 8/27/2006, I was driving on I385 at 70 mph and on cruise control in my 2006 Tacoma Access Cab. When I crossed the US 276 bridge with its very slight incline and curve, the engine surged to 4500+ RPM. The surge was so abrupt that the vehicle almost went out of control by swerving and headed toward the bridge railing. I was abele to regain control by tapping the brakes and disconnecting the cruise control. Had the road been slightly wet, it is any one's guess if I would have been able to avoid an accident. Since that incident, I do not think it is safe to use the cruise control.

While you say that this condition occurs normally on the 2006 Tacoma and Matrix models with 4 cylinders engines, it is hard to believe that Toyota would build vehicles that can induce a skid and would go to two gears lower at 70 MPH. The potential for a catastrophic accident is very high. As a Professional Engineer who spent many years concerned with industrial safety in my many projects involving industrial operations, I would classify this as an extremely hazardous situation.

Additionally, the potential for severe damage to the engine and drive train is also unacceptable when an engine and gear train turning 2100 RPM suddenly accelerate to 5100 RPM. I have personally observed this to occur on my Tacoma. As a Physics teacher, I can only speculate the pressures the automatic transmission and torque loads the engine and drive train will see.

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At this point, I must reiterate that I fully believe that Toyota of Easley has made a bona fide effort to correct the problem. The fault, therefore, must be at the factory and I fully expect to discuss this situation with The Tacoma Factory Representative when she comes in the next few weeks as you and Tommy Norris promised.

This is the ninth Toyota dating back to a 1972 used one, which my wife and I have owned in the past several years. It is the first one where the engineering quality has disappointed me. I trust that Toyota will resolve this problem.



ATTACH 2#3

9/28/2006

TOY-RQ-00030586

From: Ask Toyota [toyota_cares@toyota.com]

Sent: Wednesday, August 30, 2006 9:42 PM

To:

Subject: Continuation of Case number #200608150831 [Incident: 060815-000193] [Incident: 060830-000310]

Thank you for contacting Toyota Motor Sales, U.S.A., Inc. We appreciate your consideration and hope to have your email addressed as quickly as possible. Our current office hours are Monday through Friday from 5 AM to 6 PM and Saturday 7 AM to 4 PM Pacific Time. If you need immediate assistance, we recommend you contact the Customer Relations Manager at your local Toyota dealership.

Discussion Thread

Customer (

08/30/2006 06:41 PM

On Sunday, 8/27/2006, I was driving on I385 at 70 mph and on cruise control in my 2006 Tacoma Access Cab. When I crossed the US 276 bridge with its very slight incline and curve, the engine surged to 4500+ RPM. The surge was so abrupt that the vehicle almost went out of control by swerving and headed toward the bridge railing. I was abele to regain control by tapping the brakes and disconnecting the cruise control. Had the road been slightly wet, it is any one's guess if I would have been able to avoid an accident. Since that incident, I do not think it is safe to use the cruise control.

Ihave been told that this condition occurs normally on the 2006 Tacoma and Matrix models with 4 cylinders engines, it is hard to believe that Toyota would build vehicles that can induce a skid and would go to two gears lower at 70 MPH. The potential for a catastrophic accident is very high. As a Professional Engineer who spent many years concerned with industrial safety in my many projects involving industrial operations, I would classify this as an extremely hazardous situation.

Additionally, the potential for severe damage to the engine and drive train is also unacceptable when an engine and gear train turning 2100 RPM suddenly accelerate to 5100 RPM. I have personally observed this to occur on my Tacoma. As a Physics teacher, I can only speculate the pressures the automatic transmission and torque loads the engine and drive train will see.

This over speed condition does not occur when I drive the truck manually on the same road and at the same speed. Since you say it occurs on all Tacoma and Matrix 4 cylinder models under cruise control, I can only conclude that the electronic programming is at fault.

Currently there are six late model Toyotas in my extended family. This includes 2 Corollas, 3 Camrys and the Tacoma. All have 4 cylinder models and none, except the Tacoma, exhibits this sudden surge phenomena. Even in the Tacoma, this sudden surge phenomenon does not occur below 60 mph.

At this point, I must state that I fully believe that the dealer that sold me the vehicle has made a bona fide effort to correct the problem. The fault, therefore, must be at the factory and I fully expect to discuss this situation with The Tacoma Factory Representative when she comes in the next few weeks as you and Tommy Norris promised.

This is the ninth Toyota dating back to a 1972 used one, which my wife and I have owned in the past 9/28/2006

AGACH 2#6

several years. It is the first one where the engineering quality has disappointed me. I trust that Toyota will resolve this problem.

Ask Toyota [toyota_cares@toyota.com] From: Sent: Thursday, August 17, 2006 3:18 PM

To:

Subject: Case number #200608150831 [Incident: 060815-000193]

Recently you contacted Toyota. Below is a summary of your contact message and our response.

Thank you for allowing us to be of service to you.

Subject

Case number #200608150831

Discussion Thread

Response (Eli)

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

We apologize for your concerns with your 2006 Tacoma.

Because we are unable to physically inspect your vehicle, we cannot assist directly with the diagnosis or repair of your vehicle condition. We would concur with the dealerships position that your vehicle is currently operating as designed based upon vehicle inspection.

Your email has been documented at our National Headquarters under file #200608150831. If we can be of further assistance, please feel free to contact us.

Toyota Customer Experience

Customer

Your answer on the above case number is totally unacceptable.

First, I did contact my Toyota Dealer and he did a full diagnostic check and found nothing wrong.

I cannot believe that it is good for any engine in a vehicle traveling at 70 mph to downshift from 4th to 2nd gear, even with a brief stay in 3rd.

Please review this situation and reply with something other than your canned answer.

08/17/2006 12:18 PM

08/15/2006 11:27 AM

Sent: Tuesday, August 15, 2006 2:28 PM

To:

Subject: Case number #200608150831 [Incident: 060815-000193]

Thank you for contacting Toyota Motor Sales, U.S.A., Inc. We appreciate your consideration and hope to have your email addressed as quickly as possible. Our current office hours are Monday through Friday from 5 AM to 6 PM and Saturday 7 AM to 4 PM Pacific Time. If you need immediate assistance, we recommend you contact the Customer Relations Manager at your local Toyota dealership.

Discussion Thread

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08/15/2006 11:27 AM

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Please review this situation and reply with something other than your canned answer.

P.E.

9/28/2006

ATTACH 248

Sent: Tuesday, August 15, 2006 2:08 PM

To:

Subject: Engine Surges while operating with Cruise Control [Incident: 060804-000310]

Recently you contacted Toyota. Below is a summary of your contact message and our response.

Thank you for allowing us to be of service to you.

Subject

Engine Surges while operating with Cruise Control

Discussion Thread

Response (Eli) Thank you for contacting Toyota Motor Sales, U.S.A., Inc.

We apologize for your concerns with your 2006 Tacoma.

In order to properly assess your concerns, we recommend you contact the Customer Relations Manager at your local Toyota dealership to further evaluate your Tacoma.

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.

Your email has been documented at our National Headquarters under file #200608150831. If we can be of further assistance, please feel free to <u>contact us</u>.

Toyota Customer Experience

Customer

08/04/2006 06:34 PM

08/15/2006 11:07 AM

Question to Toyota Customer Service, sent on their website 8/04/06 @ approximately 9:30 PM

I was operating my 2006 Toyota Access Cab with a 4 cylinder engine and the cruise control engaged on I85 northbound between Greer, SC and Gaffney, SC. I was going 70 mph at 2100 RPM. When I encountered small hills and the speed dropped less than 1 mph, the vehicle shifted from 4th gear down to 3rd gear and the rpm increased about 400 rpm. After a few seconds (< 5) the transmission shifted down into 2nd gear and the rpm surged to 5100 rpm. The shift was not smooth and most disconcerting. Again after a few seconds, the transmission again shifted into 3rd and then 4th as speed was returned to 70 mph.

In earlier trips to Atlanta, again on 185 but southbound, this phenomenon did not occur.

Is this normal or is it a matter of concern? A sudden downshift to 2nd at 70 mph seems a little abrupt. 9/28/2006

ATTACH 2#9

TOY-RQ-00030591

Could it damage the engine, drive train or any other component?



_

Sent: Friday, August 04, 2006 9:34 PM

To:

Subject: Engine Surges while operating with Cruise Control [Incident: 060804-000310]

Thank you for contacting Toyota Motor Sales, U.S.A., Inc. We appreciate your consideration and hope to have your email addressed as quickly as possible. Our current office hours are Monday through Friday from 5 AM to 6 PM and Saturday 7 AM to 4 PM Pacific Time. If you need immediate assistance, we recommend you contact the Customer Relations Manager at your local Toyota dealership.

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In earlier trips to Atlanta, again on 185 but southbound, this phenomenon did not occur.

Is this normal or is it a matter of concern? A sudden downshift to 2nd at 70 mph seems a little abrupt. Could it damage the engine, drive train or any other component?



9/28/2006

ATTACH 2 1 b

TOY-RQ-00030593

Sent: Tuesday, June 20, 2006 4:35 PM

To:

Subject: Automatic Door Locking [Incident: 060611-000107]

Recently you contacted Toyota. Below is a summary of your contact message and our response.

Thank you for allowing us to be of service to you.

Subject

Automatic Door Locking

Discussion Thread

Response (Nathan)

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

We apologize for your concern regarding the Toyota Tacoma being available with automatic door locks.

We make every effort to manufacture a quality product by researching, testing, and constantly monitoring performance. Consumer opinion and perception also play an active role in our ongoing efforts to lead the automobile industry in quality, innovation, styling, and reliability.

It is through communications such as yours that we become aware of the reactions and expectations of our customers.

Your email has been documented at our National Headquarters under file #200606201105. If we can be of further assistance, please feel free to <u>contact us</u>.

Toyota Customer Experience

Customer

06/11/2006 03:13 PM

All of the Toyota vehicles with electric door locks I have owned (7) or rented (many)automativally lock the doors when the shiftewd into drive. The 2006 Tacoma Axcess cab with the electric package doe not automaticall. Is this a defect? If not, it should be.

As we get used to the bells and wistles on modern vehicles, when something does not happen due to an oversight by the designors, it creates a hazard with potential users. My 2004 Canry Le automaticall locks the doors while my similary equiped 2006 Tocama does not.

Since it is all controlled in the vehile computer, why was this safety feature left off?

06/20/2006 01:35 PM

Sent: Sunday, June 11, 2006 6:13 PM

To:

Subject: Automatic Door Locking [Incident: 060611-000107]

Thank you for contacting Toyota Motor Sales, U.S.A., Inc. We appreciate your consideration and hope to have your email addressed as quickly as possible. Our current office hours are Monday through Friday from 5 AM to 6 PM and Saturday 7 AM to 4 PM Pacific Time. If you need immediate assistance, we recommend you contact the Customer Relations Manager at your local Toyota dealership.

Discussion Thread

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06/11/2006 03:13 PM

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Since it is all controlled in the vehile computer, why was this safety feature left off?

 From:
 Ask Toyota [toyota_cares@toyota.com]

 Sent:
 Friday, June 09, 2006
 10:02 AM

To:

Subject: Front mud flaps on my Tacoma 4 x 2 [Incident: 060609-000018]

Recently you contacted Toyota. Below is a summary of your contact message and our response.

Thank you for allowing us to be of service to you.

Subject

Front mud flaps on my Tacoma 4 x 2

Discussion Thread

Response (Greg)

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

We apologize, Toyota does not have any information on part availability and compatability. We apologize for your dissatisfaction with the accessories for the Tacoma. For further information regarding the availability & compatability of front mud flaps for your 2006 Toyota Tacoma, please contact the parts department at your local Toyota dealer.

Your email has been documented at our National Headquarters under file #200606090097. If we can be of further assistance, please feel free to <u>contact us</u>.

Toyota Customer Experience

Customer

I have recently purchased a 2006 Tacoma 4×2 Acess Cab. I was informed that front mud flaps are not available. Since the mud flaps on the front protect my vehicle and the 4×4 's have them, why does the 4×2 not? This is my third Tacoma (along with 3 Corollas and 2 Camrays) I have owned and all of the previous vehicles had these flaps available. Please advise if the front mud flaps from the 4×4 will fit the 4×2 and if they are available or if you plan to make front mud flaps available on the Tacoma 4×2 .

Leaving off the front mud flaps is not one of Toyota's better ideas.

06/09/2006 07:01 AM

06/09/2006 02:58 AM

TOY-RQ-00030596

P	

5643 CALHOUN MEMORIAL HIGHWAY EASLEY, SOUTH CAROLINA 29640 WWW.TOYOTAOFEASLEY.COM



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EASLEY	,

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From:	Chris Santucci/=WDC/Toyota_NY.	Sent:3/21/2008 8:45 AM.
To:[-]	<scott.yon@dot.gov>;Jeff.Quandt@dot.gov.</scott.yon@dot.gov>	
Cc: [-]	ctinto@tma.toyota.com.	
Bcc: [-]	•	
Subject:	DP08001 IR - Request for Extension of the Due Date.	

Jeff/Scott,

Per our discussion with Scott today, and on behalf of Toyota, we would like to request an extension of the due date for our response to the IR letter of DP08-001, a defect petition into Tacoma vehicles. Recently we found that we had overlooked some areas in our database where there could potentially be some consumer complaints related to the alleged defect. We have a portion of potentially related complaint reports on 2005-present Tacoma prepared, but need an additional three weeks to finish our search and to expand our search to the 2004 models. Technical field reports and legal related claims on all subject vehicles can all be submitted by the due date. In addition, we are still working with some of our suppliers in order to respond to the technical questions associated with the air conditioning, cruise control, and electronic throttle control systems. This additional time will help us to complete our response to these technical questions. We propose a partial submission of the responses to questions 1 through 7 on the due date of March 28, with the remainder of the response to be submitted on April 18. However, we would like to hold our submission of all consumer complaint reports normally accounted in Questions 2 through 4 until April 18. We hope this proposal is acceptable, and wait for your response.

Thanks,

and

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

TOY-RQ-00030864

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Page	

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	Other editions: Mobile News Feeds E-Newsletters Subscribe to the Free Press	SEARCH DETROIT DETROIT	HOME LOCAL NATION/WORLD SPORTS ENTERTAINMENT AUTOS/BUSINESS	Site Index Photos Videos Add your photos Lottery Past headlines Weather Comment, blog & share photos Log in Become a member	Toyota pickup probe pushed	BY JUSTIN HYDE • FREE PRESS WASHINGTON STAFF • APRIL 7, 2008	Read Comments(38) Recommend (9) Print this page E-mail this article	SHARE THIS ARTICLE: Del.icio.us Facebook Digg Reddit Newsvine Wh	It's a wonder Frank Visconi walked away from the crash that turned his new <u>Toyota</u> Tacoma pickup into an unrecognizable mush of metal, plastic and dirt. But Visconi has a different wonder why Toyota doesn't believe his complaints of sudden acceleration.	Visconi, a retired vehicle theft investigator, describes driving down a rain- slicked freeway north of Nashville last June when he tapped the brakes to avoid another car. Instead of slowing, he says, the engine revved, spinning out the truck's rear wheels. The truck ran off the road, jumped an embankment and rolled several times before	coming to rest on its side.

Borders to look at possible sale after new financing deal

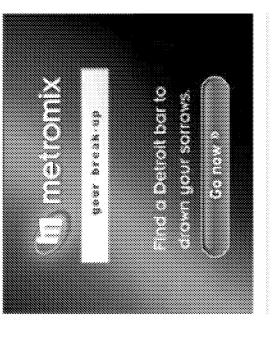
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restarted a decades-old debate about whether sudden acceleration claims reflect vehicle

http://www.freep.com/apps/pbcs.dll/article?AID=/20080407/BUSINESS01/804070374

Ford to tout quality in new 'Drive One' campaign

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defects or mental ones. At a customer's acceleration -- the fourth such look in urging, the National Highway Traffic Safety Administration launched an three years at Toyota models over investigation into 2006 and 2007 Tacoma pickups over sudden similar complaints.

The Tacoma cases have yet to suggest a least six investigations into reports of technical explanation. Over the past eight years, the agency has closed at

unexpected or uncontrolled acceleration in vehicles without finding evidence of defects.

surged when he hit the brake, including a couple of cases where he had to mash the pedal dealers and his insurance company detailing several instances where he says the engine examined for uncontrolled acceleration. Since April 2007, he had sent letters to Toyota, On the day of the crash, Visconi was on his way to a Toyota dealership to have it to keep the vehicle under control

"Toyota has said to us they've found nothing wrong with the truck and it's our fault," Visconi said, referring to about a dozen Tacoma owners with similar complaints. "They're basically calling us all stupid."

likely answer will always be driver error. Before last October's recall of Toyota and Lexus floor mats in Camry and ES 350 sedans, the NHTSA had triggered only two other similar Federal officials and automakers maintain that without evidence of a problem, the most recalls since 1989. 'Sudden acceleration is a tough issue," said Ricardo Martinez, a doctor who was the chief NHTSA administrator from 1994 to 1999. "If a crash occurs, you always blame it on the vehicle, but most always the investigation found that wasn't the case.'

Toyota spokesman Bill Kwong says the company has found no problems with the http://www.freep.com/apps/pbcs.dll/article?AID=/20080407/BUSINESS01/804070374

Page 2 of 9 Hyundai Motor has no plan to cut production at U.S. factory

Yahoo not opposed to Microsoft's offer but wants a better deal

Complaints about airlines rise, study says

MOST E-MAILED MOST POPULAR

- Whole team to blame for Tigers' atrocious start ..
- Possible Lions RB targets don't fit pro style: 'It does cause some problems с,
- Rich Rodriguez: On O-line questions, players learning his new system and Michigan's family values ю
- Heads of UAW, Axle to meet 4.
- NBC analyst: The Wings are in trouble ы. С
- Toyota pickup probe pushed <u>ن</u>
- MSU says riot not a blow to image 7.
- Cockrel Jr. is a quiet warrior for Detroit ω.
- <u></u>б
- Cat-atonic: Six-game skid is Tigers' longest since Sept. \05
 - Dual-threat QB Justin Feagin could usher in new era at U-M <u>0</u>

Page 3 of 9

Tacoma that would explain the complaints.

"We don't feel it's an issue with the vehicle," he said. Regulators "get sudden acceleration complaints from consumers for various manufacturers ... and in most cases they have found it's a misapplication of the pedals by the driver.

But attorneys and safety advocates argue that sudden acceleration complaints are symptoms of defects, including electronic failures in increasingly complex vehiclecontrol systems that may leave no trace and can't be easily reproduced by a mechanic.

head of the Center for <u>Auto Safety</u> in Washington. "It's very difficult to explain how some models," said Clarence Ditlow, who has spent years researching sudden acceleration as makes and models have higher numbers of complaints than others absent some flaw in If there "were truly human error, there would be a proportional distribution across the vehicle.

brakes, or while at a stoplight. Others say their Tacoma surged while they were driving. A acceleration in late 2005. Some owners report trucks surging after they put on the The NHTSA began receiving complaints about the current Tacoma and sudden few said they were barely able to control the vehicle using the brakes.

None of the complaints suggest a clear cause, and those who say they've had their trucks inspected by a mechanic report no problems found.

acceleration with his 2006 Tacoma within 2 hours in January, Kronholm examined the The agency did not review the complaints until it was petitioned to do so by William Kronholm, a retired journalist in Montana. After two incidents of uncontrolled NHTSA's online database.

including six injuries, there were only four reports of sudden acceleration from owners of Kronholm said his research showed that compared with the mass of Tacoma complaints, all other 2006 and 2007 pickups. His Toyota dealer found no problem, and Toyota declined to examine the truck.

The NHTSA has examined Kronholm's truck and sent a request for data to Toyota. The

Page 4 of 9

agency doesn't comment on open investigations as a matter of practice, and Toyota says it's cooperating. The investigation is still in its early stages, and the NHTSA would need to take several additional steps before suggesting a recall But without a clear cause, a recall seems unlikely no matter how many drivers complain. acceleration by Toyota Camrys and Lexus ES330 models. In each probe, many owners From 2004 to 2007, the NHTSA closed three separate investigations into sudden complained of sudden acceleration and gave similar details.

And in each investigation, no mechanical trend was found, and the NHTSA closed the cases because of a lack of evidence.

in 1989, following years of dispute over vehicles such as the Audi 5000, the poster car for The last time the NHTSA fully explored the issue of sudden acceleration complaints was the problem because of a "60 Minutes" report in 1986.

inescapable conclusion is that these" cases "definitely involve the driver inadvertently After sorting through thousands of complaints and running its own vehicle tests, the agency found that where there was no mechanical evidence of a vehicle defect, "the pressing the accelerator instead of, or in addition to, the brake pedal. Automakers cheered the ruling, but by that time, they had started installing brake-shift Throughout the 1990s, the number of sudden acceleration complaints to the NHTSA interlocks that forced drivers to apply a brake if they tried to put a vehicle in gear. steadily declined But consumer advocates and attorneys say the NHTSA closed its eyes rather than admit rose as automakers stuffed new electronics in vehicles -- and fell after they learned how causes of sudden acceleration, namely electrical interference. Murray says complaints cases, said automakers and the NHTSA did not want to acknowledge other possible the problem. Tom Murray, an Ohio attorney who specializes in sudden acceleration to better shield those electronics.

Murray said. "They made one of the most colossal blunders by saying 'We can't find a "NHTSA accepted" the "claim of Audi that the absence of proof is proof of absence,"

defect inside the vehicle after the fact; it must be the driver.' "

Ditlow maintain that the NHTSA lacks the money to track down more complex electrical mechanical connections between the pedals, engine and sometimes the brakes. He and including the Tacoma, began to use drive-by-wire systems -- where electronics replace Murray said he has seen an uptick in complaints in recent years as more vehicles, failures, especially those that might be random and leave no physical evidence

"I always thought that when Toyota went to drive-by-wire, the likelihood of having sudden acceleration is going to increase," Ditlow said. To order a recall, federal law "doesn't say you have to find a failure mode, just a substantial number of failures."

Contact JUSTIN HYDE at 202-906-8204 or jhyde@freepress.com.

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Justin 1877 wrote: Well, another ch A/7/2008 9:56:06 A

Well, another chink in Toyota's armor.

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Arrow wrote:

I went out to the car one chilly morning, started it up, put it in Reverse to back out of my driveway, with my foot solidly on the brake, I slowly let it idle backwards when the car started accelerating. Of course I pushed as hard as I could on the brakes until my reaction was to shut the car off. I KNOW I did not touch the accelerator. That is the only time it has done since I owned the car. And my car was a BMW 530i.

4/7/2008 9/47/44 AM Recommend

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ditroytizmajik wrote:

now that toyota is #1, it is learning quickly from gm to take their customers for granted and put out mass garbage

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mvcod1000 wrote

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4/7/2006 9:29:27 AM

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witchking wrote:

Well this IS Toyota and they DO have a track record of simply blaming the driver E seat belts, sludge, acceleration et al. 1/7/2008 9/24/59 AM

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schub wrote:

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4/7/2008 9:23:39 AM

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dextervitey wrote:

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osiris wrote:

Seems that Toyota has learned a lesson from the Detroit3 management, "we'll fix it in the recall!" Of course, if there is no government mandated recall......

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Toyota pickup probe pushed

Sudden acceleration claims hard to pin down

BY JUSTIN HYDE • FREE PRESS WASHINGTON STAFF • APRIL 7, 2008

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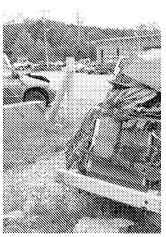
It's a wonder Frank Visconi walked away from the crash that turned his new <u>Toyota</u> Tacoma pickup into an unrecognizable mush of metal, plastic and dirt. But Visconi has a different wonder -- why Toyota doesn't believe his complaints of sudden acceleration.



Visconi, a retired vehicle theft investigator, describes driving down a rain-slicked freeway north of Nashville last June when he tapped the brakes to avoid another car. Instead of slowing, he says, the engine revved, spinning out the truck's rear wheels. The truck ran off the road, jumped an embankment and rolled several times before coming to rest on its side.

His crash is one of eight in a passel of 33 complaints to federal regulators that has restarted a decades-old debate about

whether sudden acceleration claims reflect vehicle defects or mental ones. At a customer's urging, the National Highway Traffic Safety Administration launched an investigation into 2006 and 2007 Tacoma pickups over sudden acceleration -- the fourth such look in three years at Toyota models over similar complaints.



Frank Visconi, a Tennessee reacceleration caused his 2007 road and roll several times las found no sign of a technical de

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The Tacoma cases have yet to suggest a technical explanation. Over the past eight years, the agency has closed at least six investigations into reports of unexpected or uncontrolled acceleration in vehicles without finding evidence of defects.

On the day of the crash, Visconi was on his way to a Toyota dealership to have it examined for uncontrolled acceleration. Since April 2007, he had sent letters to Toyota, dealers and his <u>insurance company</u> detailing several instances where he says the engine surged when he hit the brake, including a couple of cases where he had to mash the pedal to keep the vehicle under control.

"Toyota has said to us they've found nothing wrong with the truck and it's our fault," Visconi said, referring to about a dozen Tacoma owners with similar complaints. "They're basically calling us all stupid."

Federal officials and automakers maintain that without evidence of a problem, the most likely answer will always be driver error. Before last October's recall of Toyota and Lexus floor mats in Camry and ES 350 sedans, the NHTSA had triggered only two other similar recalls since 1989.

"Sudden acceleration is a tough issue," said Ricardo Martinez, a doctor who was the chief NHTSA administrator from 1994 to 1999. "If a crash occurs, you always blame it on the vehicle, but most always the investigation found that wasn't the case."

Toyota spokesman Bill Kwong says the company has found no problems with the Tacoma that would explain the complaints.

"We don't feel it's an issue with the vehicle," he said. Regulators "get sudden acceleration complaints from consumers for various manufacturers ... and in most cases they have found it's a misapplication of the pedals by the driver."

But attorneys and safety advocates argue that sudden acceleration complaints are symptoms of defects, including electronic failures in increasingly complex vehiclecontrol systems that may leave no trace and can't be easily reproduced by a mechanic.

If there "were truly human error, there would be a proportional distribution across models," said Clarence Ditlow, who has spent years researching sudden acceleration as head of the Center for <u>Auto Safety</u> in Washington. "It's very difficult to explain how some makes and models have higher numbers of complaints than others absent some flaw in the vehicle."

The NHTSA began receiving complaints about the current Tacoma and sudden acceleration in late 2005. Some owners report trucks surging after they put on the brakes, or while at a stoplight. Others say their Tacoma surged while they were driving. A few said they were barely able to control the vehicle using the brakes.

None of the complaints suggest a clear cause, and those who say they've had their trucks

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inspected by a mechanic report no problems found.

The agency did not review the complaints until it was petitioned to do so by William Kronholm, a retired journalist in Montana. After two incidents of uncontrolled acceleration with his 2006 Tacoma within 2 hours in January, Kronholm examined the NHTSA's online database.

Kronholm said his research showed that compared with the mass of Tacoma complaints, including six injuries, there were only four reports of sudden acceleration from owners of all other 2006 and 2007 pickups. His Toyota dealer found no problem, and Toyota declined to examine the truck.

The NHTSA has examined Kronholm's truck and sent a request for data to Toyota. The agency doesn't comment on open investigations as a matter of practice, and Toyota says it's cooperating. The investigation is still in its early stages, and the NHTSA would need to take several additional steps before suggesting a recall.

But without a clear cause, a recall seems unlikely no matter how many drivers complain. From 2004 to 2007, the NHTSA closed three separate investigations into sudden acceleration by Toyota Camrys and Lexus ES330 models. In each probe, many owners complained of sudden acceleration and gave similar details.

And in each investigation, no mechanical trend was found, and the NHTSA closed the cases because of a lack of evidence.

The last time the NHTSA fully explored the issue of sudden acceleration complaints was in 1989, following years of dispute over vehicles such as the Audi 5000, the poster car for the problem because of a "60 Minutes" report in 1986.

After sorting through thousands of complaints and running its own vehicle tests, the agency found that where there was no mechanical evidence of a vehicle defect, "the inescapable conclusion is that these" cases "definitely involve the driver inadvertently pressing the accelerator instead of, or in addition to, the brake pedal."

Automakers cheered the ruling, but by that time, they had started installing brake-shift interlocks that forced drivers to apply a brake if they tried to put a vehicle in gear. Throughout the 1990s, the number of sudden acceleration complaints to the NHTSA steadily declined.

But consumer advocates and attorneys say the NHTSA closed its eyes rather than admit the problem. Tom Murray, an Ohio attorney who specializes in sudden acceleration cases, said automakers and the NHTSA did not want to acknowledge other possible causes of sudden acceleration, namely electrical interference. Murray says complaints rose as automakers stuffed new electronics in vehicles -- and fell after they learned how to better shield those electronics.

"NHTSA accepted" the "claim of Audi that the absence of proof is proof of absence," Murray said. "They made one of the most colossal blunders by saying 'We can't find a defect inside the vehicle after the fact; it must be the driver.' "

Murray said he has seen an uptick in complaints in recent years as more vehicles, including the Tacoma, began to use drive-by-wire systems -- where electronics replace mechanical connections between the pedals, engine and sometimes the brakes. He and Ditlow maintain that the NHTSA lacks the money to track down more complex electrical failures, especially those that might be random and leave no physical evidence.

"I always thought that when Toyota went to drive-by-wire, the likelihood of having sudden acceleration is going to increase," Ditlow said. To order a recall, federal law "doesn't say you have to find a failure mode, just a substantial number of failures."

Contact JUSTIN HYDE at 202-906-8204 or jhyde@freepress.com.

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Arrow wrote:

I went out to the car one chilly morning, started it up, put it in Reverse to back out of my driveway, with my foot solidly on the brake, I slowly let it idle backwards when the car started accelerating. Of course I pushed as hard as I could on the brakes until my reaction was to shut the car off. I KNOW I did not touch the accelerator. That is the only time it has done since I owned the car. And my car was a BMW 530i. 4/7/2008 9:47:44 AM

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osiris wrote:

Seems that Toyota has learned a lesson from the Detroit3 management, "we'll fix it in the recall!" Of course, if there is no government mandated recall...... 4/7/2008 9:10:20 AM

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bikerbill wrote:

Years ago, most cars had plenty of room between the gas, brake and clutch peddles. Now they are jammed together and the plastic over those peddles range down too close too. It is NOT a surprise to me that somebody could step on both the brake and gas peddles at the same time. I hit them over and over again with my size 11 boots on, in the winter. And let's face it if there is a voltage spike, static charge, or whatever, the computer which CONTROLS all of the cars locomotion could be compromised, just like your computer locks up at home. No evidence...go figure!!!~

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MOTOR TREND





Owners claim Toyota Tacoma has sudden acceleration issue

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Posted Yesterday 12:35 PM by Andrew Strieber Category: Recalls, Toyota

Back in 1986, *60 Minutes* aired a report examining claims that the Audi 5000 sports sedan had a problem with unintended acceleration, where the car would gain speed unexpectedly and cause drivers to lose control. The story nearly drove Audi out of business, and now over twenty years later similar charges are again being leveled against an automaker -- this time by drivers of late-model <u>Toyota Tacoma</u> trucks.

After 33 different complaints, the NHTSA has launched an investigation into possible sudden acceleration problems on 2006-07 Tacoma pickups. In one such incident Frank Visconi, a retired vehicle theft investigator, was on his way to a Toyota dealer to have his new Tacoma examined for sudden acceleration issues he had been experiencing. As he ran up on another car he tapped the brakes, but instead of slowing down Visconi claims the truck's engine revved suddenly. He lost control of the vehicle and jumped an embankment, causing the Tacoma to roll several times before finally coming to a stop. Miraculously, Visconi was able to walk away from the incident unhurt.

Before this incident Visconi had sent several letters to Toyota chronicling instances where his Tacoma accelerated without warning, but the automaker denied finding any mechanical problems with their truck.

Owners claim Toyota Tacoma has sudden acceleration issue | Automotive News Blog - Wide Open Thro... Page 2 of 2

The NHTSA has typically ruled that sudden acceleration issues are the result of driver error, but after retired journalist William Kronholm petitioned the agency, it decided to open an investigation.

The owner of a 2006 Tacoma, Kronholm claims his truck had two separate incidents of sudden acceleration in just two hours. He then discovered that compared to the number of complaints about the Tacoma, only four other incidents of sudden acceleration were reported over the same period on all other pickup models combined. The NHTSA investigation has just begun, and if the agency were to suggest a recall it would not happen for some time. For its part Toyota continues to insist their truck is mechanically sound.

In the case of the 5000 the NHTSA eventually found the unintended acceleration was in fact caused by human error, where drivers accidentally hit the gas instead of the brake pedal. Audi's name was cleared, but it took years for the automaker to recover in the U.S. market. Having already been forced to <u>extend</u> <u>warranty coverage</u> for rust on older Tacomas, this could potentially be a damaging blow to Toyota's reputation for quality if proven to be an issue. Hopefully the true cause of the problem will be determined soon, whatever it may be.

Source: <u>Detroit Free Press</u>

Find this article at:

http://wot.motortrend.com/6237475/recalls/owners_claim_toyota_tacoma_has_sudden_acceleration_issue/index.html

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Business

UPI NewsTrack Business

Published: April 7, 2008 at 6:15 PM

U.S. markets rally fades Monday

NEW YORK, April 7 (UPI) -- A rally in U.S. markets fizzled by the close Monday on worries that first quarter earning reports would bring a wave of bad news.

By the close, the Dow Jones industrial average, up more than 100 points in midday, was up only only 3.01 points or 0.02 percent at 12,612.43. The Standard & Poor's 500 index gained 2.14 or 0.16 percent to 1,372.54. The Nasdaq composite index fell 6.15 or 0.26 percent to 2,364.83.

On the New York Stock Exchange 1,747 stocks advanced and 1,398 declined on a volume of 1.273 billion shares traded.

The 10-year treasury note fell 23/32 to yield 3.556 percent.

The dollar lost ground. The euro traded at \$1.5715 from Friday's \$1.5706 while the dollar traded at 102.46 yen from Friday's 102.47 yen.

In Tokyo, the Nikkei average gained 157.01 points to 13,450.23, up 1.18 percent.

In London, the FTSE 100 rose 67.70 to 6,014.80, up 1.14 percent.

In corner, Yahoo! rebuffs Microsoft

SUNNYVALE, Calif., April 7 (UPI) -- California's Yahoo! Inc. repeated Monday that the takeover bid from Microsoft Corp was too low, a company statement said.

In a statement Yahoo! said "our board's view of your proposal has not changed."

Microsoft offered \$31 per share in January, roughly \$45 billion. Within the week, Yahoo!'s board rejected the bid.

Microsoft's Chief Executive Officer Steven Ballmer provoked the new rebuttal by sending a letter to Yahoo!'s board, threatening to lower the offer per share, which has already dropped to \$29 due to a decrease in Microsoft's shares, The New York Times reported Monday..

Ballmer has also threatened to begin a proxy battle by seeking to replace Yahoo! board members.

Offers from each company have met twice since the offer was first made, but no formal negotiations have taken place, the Times reported.

An expert in corporate law, Michel Klausner, said, "Microsoft still prefers a negotiated deal to a proxy fight," but understand that it can lower the price, because Yahoo! has not found any alternative.

Others say Yahoo! shareholders would eventually approve a deal if the company does not find any better deals.

Novartis to purchase a quarter of Alcon

GENEVA, Switzerland, April 7 (UPI) -- Swiss pharmaceutical firm Novartis said it would purchase a quarter of eye-care giant Alcon from Nestle with options to purchase more in the future.

Novartis said it would borrow \$5 billion to make the \$11 billion deal and that it had an option to purchase the rest of Nestle's stake in the company, which would push the deal to \$39 billion.

Nestle owns another 52 percent of Alcon.

http://www.upi.com/NewsTrack/Business/2008/04/07/upi_newstrack_business/5269/print_view/

Novartis Chief Executive Daniel Vasella called Alcon's margins "very attractive," The New York Times reported.

The company said the purchase would fit well with its existing contact lens and eye-product business.

Nestle said it would use the proceeds of the sale to pay down its \$21 billion debt and continue with its share repurchasing program.

The announcement of the deal lifted Nestle's share value 2.4 percent, while Novartis shares fell 2.3 percent Monday, the paper reported.

Analysts speculated that Nestle, with cash in hand, may also make a play for cosmetic maker L'Oreal Group.

Sudden Toyota speed-ups investigated

WASHINGTON, April 7 (UPI) -- The National Highway Traffic Safety Administration has begun an investigation into unexplained acceleration of Tacoma pickup trucks, the U.S. agency said.

Thirty-three of the Toyota truck owners have complained the vehicle suddenly accelerated on its own. Eight of the complaints involved crashes, the Detroit Free Press reported.

Sudden acceleration has been a mystery for car safety agencies for decades. Six previous investigations have closed without pinpointing any mechanical failure.

In a previous report the NHTSA found "the inescapable conclusion" was that drivers were pressing the gas pedal unintentionally.

But others say that does not explain the tendency of sudden acceleration complaints to come from owners of specific vehicles.

"Sudden acceleration is a tough issue," said Ricardo Martinez, former NHTSA chief administrator. "If a crash occurs, you always blame it on the vehicle, but most always the investigation found that wasn't the case."

Toyota has denied the issue is mechanical. "We don't feel it's an issue with the vehicle," said company spokesman Bill Kwong. "In most cases" of past years, "it's a misapplication of the pedals by the driver," he said.

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To: [-] <csantucci@tma.toyota.com>. Cc: [-] <ctinto@tma.toyota.com>.</ctinto@tma.toyota.com></csantucci@tma.toyota.com>
Bcc: [-]
Subject: RE: Opening Resume.
Chris,
I was RDO today but this is the VOQ.
Scott
From: CSantucci@tma.toyota.com [mailto:CSantucci@tma.toyota.com] Sent: Friday, April 11, 2008 8:14 AM
To: Quandt, Jeff <nhtsa>; Yon, Scott <nhtsa></nhtsa></nhtsa>
Cc: CTinto@tma.toyota.com Subject: Re: Opening Resume
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<valencia.johnson@dot.gov></valencia.johnson@dot.gov>
04/10/2008 03:24 PM To
<ctinto@tma.toyota.com></ctinto@tma.toyota.com>
cc <csantucci@tma.toyota.com>, <jeff.quandt@dot.gov>, <scott.yon@dot.gov></scott.yon@dot.gov></jeff.quandt@dot.gov></csantucci@tma.toyota.com>
Subject

		DOT Auto Safety Hotline							FOR AGENCY USE ONLY 100148				
U.S. Department of Transportation National Highway Traffic Safety		Vehicle Owner's Questionnaire To Report Vehicle Safety Defects 1-888-DASH-2-DOT (1-888-327-4236) INTERNET:www.nhtsa.dot.gov/hotline							Date Received 07-MAY-2004		Repository Reference No. 10068438		
Administratio										10000 000			
Name	VO	VNER INFOR	MATI	ON (Type	or Print)			Davtime	Telephone Number	E-mail Addre	ss	
Address													
City POCATELLO		State _{ID}			Zip Code		Evening Telephone Number						
Do you authorize In the absence of Signature of Own	fan aut	to provide horization, N	a copy IHTSA	of this repo WILL NOT	ort to the provide	e manufac your nam	turer of yo e or addres	ur veh ss to ti Date	he vehicle	YES manufacturer.	NO		
					VEHIC		RMATION	Date			······································		
17 digit Vehicle Iden	tification	Number Locate	ed at bo	ttom of winds						Model	Model	Year	
5TDZA22C14S						ΤΟΥΟΤΑ			SIENNA	2004			
Date Purchas 22-DEC-03	ied	Dealer's Name and Telephone Number Engine: PHIL MEADOR TOYOTA No: Cylinders				Engine: No: Cylinders 6	Fuel T Ga:						
Original Owne	1	Dealer's City POCATELLO	<u>с</u>				State ID	Zip (8320	01				
Transmission Type	X An	Antilock Brakes Powertrain											
AUTOMATIC	uise Control FRONT WHEEL DRIVE				181000 VEHICLE SPEED CONTROL:ACCELERATOR PEDAL Multiple Failure: 1								
				FAILE	D COMP	ONENT(S)/PART(S)) INFO	RMATIO	N			
Incident Date(s) 04-MAY-2004		e Mileage 6150		e Speed 35							<u></u>		
		ADDIT	IONAL	ITEMS TO	D BE CON	1PLETED	WHEN REF	PORTI	NG A TIR	E FAILURE			
ïre Make			T	Fire Model (I	Name or I	Number)			Tire	Size (Example P21	5/65R15)		
OT No. (Example:	DOTMA	L9ABC036)		Origina Prior Re	l Equipme	ent	Failure Loo	ation:	-	*###**********************************			
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			AL ITC	ME TO BE	COMPLE	TED MIL				Failure Type SEAT FAILURE			
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eat Type:						n System		1	Model No.	/name:			
hild Seat Compone	ent Code	2:	Fai	led Part:									
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Crash	Fire		Numt	ber of Persc	ns Iniure		. Failure(s), C mber of Dea			<u>(ies).)</u> ed to Police			
Yes X No	Пүе	s X No								N			
Narrative Descript Please describe (1 .e, parts repaired) events	s leading up i	to the f	failure, (2) f	failure an	d its cons	sequenc e s,	and (3) what wa	s done to correct t	he failure;		
WOULD ACCELER/ MPH. THE PROBLE TO FIGURE OUT H TO WHERE I WAS GOTTEN THE CRUJ SINCE I DIDN'T W/ ABOUT 1/3 OF A M	ATE UP M WAS OW TO GOING) ISE CON ANT RUI MILE LON RATING	THE HILL SO THAT THE C/ STOP IT INS I. I PUT IT IN ITROL ON AN IN MY BREAK NG) I FIGURE AS THE CAR	I FLOO AR KEP TEAD C TO NEU ID I HA S (I WA D I WO LEVELE	IRED IT. TH T GOING AT DF JUST TUF JTRAL BUT DN'T, I DOV AS ABLE TO DULD TURN ED OUT AND	E CAR AG F FULL AG RNING OI ALL IT DI WNSHIFT KEEP TH THE CAR D THEN R	CCELERAT CCELERAT FF THE CA D WAS RI ED INTO E SPEED R OFF AT T AN NORM	TED WELL A TION. THERI AR (I NEEDE EV TO 6000 3RD AND KE BETWEEN 40 THE TOP. JU IAL. THERE	ND I TO E WAS D TO (RPM, EPT PR 0 AND JST AS IS AN	OOK MY F NO ONE 1 GET TO TH I CHECKE ESSING O 50). AS I I WAS AE INITIAL 1	O A HILL AND WAN OOT OFF THE GAS IN FRONT OF ME SC IE TOP OF THE HILL D TO MAKE SURE I N AND LETTING OF NEARED THE TOP C BOUT TO CREST THI EVEL PORTION GO COND LEVEL SPOT	PEDAL AT AB) I STARTED AND I COULI SOMEHOW HA THE BRAKE IF THE HILL (I E HILL, THE V, NG TO THE T	OUT 35 TRYING D COAS ADN'T PEDAL T IS AN OP OF	
THE HILL AND THE ACCELERATING	*AK	D NOT STOP											
THE HILL AND THE	*AK				os and C	enair Inv	nice		1	TACH ADDITIONAL			

From: <scott. yon@dot.gov="">. Sent:4/16/2008 11:03 AM. To: [-] <csantucci@tma.toyota.com>. </csantucci@tma.toyota.com></scott.>
Cc: [-] <jeff.quandt@dot.gov>;<ctinto@tma.toyota.com>. Bcc: [-] .</ctinto@tma.toyota.com></jeff.quandt@dot.gov>
Subject: Unofficial/advanced IR letter.
Chris,
The signed version of the letter will be sent through the normal channels and with attachments ASAP; I've attached an unofficial version (exact copy to the best of my understanding) for information purposes.
Can you confirm you have received this please?
Thanks,
Scott
D. Scott Yon
U.S. Department of Transportation
National Highway Traffic Safety Administration
Office of Defects Investigation
W48-308
1200 New Jersey Ave, SE
Washington, DC
20590
Direct: 202-366-0139
Toll Free: 1-877-5 DOT DOT (536-8368) ext 60139
Fax: 202-366-1767
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.

<u>CERTIFIED MAIL</u> <u>RETURN RECEIPT REQUESTED</u>

Mr. Christopher J. Tinto, Vice President Toyota Motor North America, Inc. Technical and Regulatory Affairs 601 Thirteenth Street, NW Suite 910 South Washington, DC 20005 NVS-213dsy PE08-025

Dear Mr. Tinto:

This letter is to inform you that the Office of Defects Investigation (ODI) of the National Highway Traffic Safety Administration (NHTSA) has opened Preliminary Evaluation (PE) 08-025 to investigate allegations of interference between a plastic trim panel and the accelerator pedal resulting in unwanted acceleration in model year (MY) 2004 Toyota Sienna vehicles manufactured by Toyota Motor North America, Inc., and to request certain information.

This office has received one report of unwanted acceleration in MY 2004 Toyota Sienna vehicles. A field inspection conducted by ODI indicates that when a retainer clip is missing from the driver's side console trim panel, the panel can detach from the console and entrap the accelerator pedal causing unwanted acceleration. Field data also indicates that the trim panel component was superseded by a component that, due to a change in the shape of the forward edge of the panel, can not entrap the throttle should the retainer fail or dislodge. An electronic copy of the report is included on the enclosed CD-ROM for your information and ODI's report number is listed at the end of this document.

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

- <u>Subject vehicles</u>: all model year 2004 Toyota Sienna vehicles manufactured for sale or lease in the United States.
- <u>Subject components</u>: all driver's side center console trim panel assemblies and retention clips (which secure the panel to the center console) manufactured for use in the subject vehicles as original equipment or service replacement parts.
- **<u>Toyota</u>**: Toyota Motor North America, Inc., and all of its past and present officers and employees, whether assigned to its principal offices or any of its field or other locations,

including all of its divisions, subsidiaries (whether or not incorporated) and affiliated enterprises and all of their headquarters, regional, zone and other offices and their employees, and all agents, contractors, consultants, attorneys and law firms and other persons engaged directly or indirectly (e.g., employee of a consultant) by or under the control of Toyota (including all business units and persons previously referred to), who are or, in or after 2000, were involved in any way with any of the following related to the alleged defect in the subject vehicles:

- a. Design, engineering, analysis, modification or production (e.g. quality control);
- b. Testing, assessment or evaluation;
- c. Consideration, or recognition of potential or actual defects, reporting, record-keeping and information management, (e.g., complaints, field reports, warranty information, part sales), analysis, claims, or lawsuits; or
- d. Communication to, from or intended for zone representatives, fleets, dealers, or other field locations, including but not limited to people who have the capacity to obtain information from dealers.
- <u>Alleged defect</u>: Allegations of a) excessive engine speed and or power output without the driver pressing on the accelerator pedal; b) the engine speed and or power output failing to decrease (subside) when the accelerator pedal was no longer being depressed by the driver; c) the subject component trim panel interfering with the operation of the throttle pedal; or d) the subject component trim panel becoming dislodged/separated from the center console.
- **Document:** "Document(s)" is used in the broadest sense of the word and shall mean all original written, printed, typed, recorded, or graphic matter whatsoever, however produced or reproduced, of every kind, nature, and description, and all non-identical copies of both sides thereof, including, but not limited to, papers, letters, memoranda, correspondence, communications, electronic mail (e-mail) messages (existing in hard copy and/or in electronic storage), faxes, mailgrams, telegrams, cables, telex messages, notes, annotations, working papers, drafts, minutes, records, audio and video recordings. data, databases, other information bases, summaries, charts, tables, graphics, other visual displays, photographs, statements, interviews, opinions, reports, newspaper articles, studies, analyses, evaluations, interpretations, contracts, agreements, jottings, agendas, bulletins, notices, announcements, instructions, blueprints, drawings, as-builts, changes, manuals, publications, work schedules, journals, statistical data, desk, portable and computer calendars, appointment books, diaries, travel reports, lists, tabulations, computer printouts, data processing program libraries, data processing inputs and outputs, microfilms, microfiches, statements for services, resolutions, financial statements, governmental records, business records, personnel records, work orders, pleadings, discovery in any form, affidavits, motions, responses to discovery, all transcripts, administrative filings and all mechanical, magnetic, photographic and electronic records or recordings of any kind, including any storage media associated with computers, including, but not limited to, information on hard drives, floppy disks, backup tapes, and zip drives, electronic communications, including but not limited to, the Internet and shall include any drafts or revisions pertaining to any of the foregoing, all other things similar to any of the foregoing, however denominated by Toyota, any other data compilations

from which information can be obtained, translated if necessary, into a usable form and any other documents. For purposes of this request, any document which contains any note, comment, addition, deletion, insertion, annotation, or otherwise comprises a nonidentical copy of another document shall be treated as a separate document subject to production. In all cases where original and any non-identical copies are not available, "document(s)" also means any identical copies of the original and all non-identical copies thereof. Any document, record, graph, chart, film or photograph originally produced in color must be provided in color. Furnish all documents whether verified by Toyota or not. If a document is not in the English language, provide both the original document and an English translation of the document.

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

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

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

- 1. State the number of subject vehicles Toyota has manufactured for sale or lease in the United States. Separately, for each subject vehicle manufactured to date by Toyota, state the following:
 - a. Vehicle identification number (VIN);
 - b. Date of manufacture;
 - c. The part number of the subject component trim panel originally manufactured with;
 - d. Date warranty coverage commenced; and
 - e. The State in the United States where the vehicle was originally sold or leased (or delivered for sale or lease).

Provide the table in Microsoft Access 2000, or a compatible format, titled "Production Data." See Enclosure 1, IR Letter Attachments, for a pre-formatted table which provides further details regarding this submission.

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

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

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

- 3. Separately, for each item (complaint, report, claim, notice, or matter) within the scope of your response to Request No. 2, state the following information:
 - a. Toyota's file number or other identifier used;
 - b. The category of the item, as identified in Request No. 2 (i.e., consumer complaint, field report, etc.);
 - c. Vehicle owner or fleet name (and fleet contact person), address, and telephone number;
 - d. Vehicle's VIN;
 - e. Vehicle's make, model and model year;
 - f. Vehicle's mileage at time of incident;
 - g. Incident date;
 - h. Report or claim date;
 - i. Whether the vehicle was inspected by Toyota as a result of the incident/allegation;
 - j. Whether Toyota determined that the subject component was the cause of the incident;
 - k. Whether a crash is alleged;
 - 1. Whether property damage is alleged;
 - m. Number of alleged injuries, if any; and
 - n. Number of alleged fatalities, if any.

Provide this information in Microsoft Access 2000, or a compatible format, titled "Complaint Data." See Enclosure 1, IR Letter Attachments, for a pre-formatted table which provides further details regarding this submission.

- 4. Produce copies of all documents related to each item within the scope of Request No. 2. Organize the documents separately by category (i.e., consumer complaints, field reports, etc.) and describe the method Toyota used for organizing the documents.
- 5. State, by model and model year, a total count for all of the following categories of claims, collectively, that have been paid by Toyota to date that relate to, or may relate to, the alleged defect or the subject component (including retention of the panel) in the subject vehicles: warranty claims; extended warranty claims; claims for good will services that were provided; field, zone, or similar adjustments and reimbursements; and warranty claims or repairs made in accordance with a procedure specified in a technical service bulletin or customer satisfaction campaign.

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

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

Provide this information in Microsoft Access 2000, or a compatible format, entitled "Warranty Data." See Enclosure 1, IR Letter Attachments, for a pre-formatted table which provides further details regarding this submission.

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

any dealers, regional or zone offices, field offices, fleet purchasers, or other entities. This includes, but is not limited to, bulletins, advisories, informational documents, training documents, or other documents or communications, with the exception of standard shop manuals. Also include the latest draft copy of any communication that Toyota is planning to issue within the next 120 days.

- 8. Describe all assessments, analyses, tests, test results, studies, surveys, simulations, investigations, inquiries and/or evaluations (collectively, "actions") that relate to, or may relate to, the alleged defect or the subject component in the subject vehicles that have been conducted, are being conducted, are planned, or are being planned by, or for, Toyota. For each such action, provide the following information:
 - a. Action title or identifier;
 - b. The actual or planned start date;
 - c. The actual or expected end date;
 - d. Brief summary of the subject and objective of the action;
 - e. Engineering group(s)/supplier(s) responsible for designing and for conducting the action; and
 - f. A brief summary of the findings and/or conclusions resulting from the action.

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

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

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

10. State by part number and month/year of sale (*including the cut-off date for sales, if applicable*) the number of each subject component that Toyota has sold that may be used in the subject vehicles. For each subject component part number, provide the supplier's name,

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

- 11. Provide the following information regarding Toyota's safety recall of certain MY 2004 through 2005 Toyota Highlander and Lexus RX 330 and MY 2006 Toyota Highlander Hybrid and Lexus RX400h vehicles (NHTSA Recall No. 06V-253, Toyota Special Service Campaign 60F):
 - a. Identify the part numbers and the supplier details of the recalled retaining clips and the replacement retaining clips and provide 20 exemplar samples of each;
 - b. Identify the part number and the supplier detail for the LH Floor Carpet Cover (trim panel) used in the recalled products and provide an exemplar sample;
 - c. Provide a listing of all vehicles inspected by, or for, Toyota during its investigation of the defect condition, and provide the following information for each: VIN, build date, warranty start date, inspection date, inspection mileage, any evidence of prior service that may have involved the removal of the carpet cover and/or retaining clips; the condition of the retaining clips when inspected, and any other relevant notes/comments;
 - d. State the number of incidents of trim panel interference with the accelerator pedal rod that were identified by Toyota prior to the announcement of the recall and provide a list of all such incidents with the following information for each vehicle: VIN, build date, warranty start date, incident date, repair date, repair mileage, crash (Y/N), number injuries/fatalities, description of the incident;
 - e. Provide copies of all documents used in the recall decision making process, including all presentations, reports, white papers, photographs and videos; and
 - f. Compare the alleged defect in the subject vehicles with the condition addressed by 06V-253, including (1) the trim panel retention design, (2) the potential for accelerator pedal interference from a trim panel cover with missing or loose retaining clips, (3) the approximate throttle position that would exist during a pedal-trim panel interference condition; and (4) the number of incidents of pedal interference.
- 12. Furnish Toyota's assessment of the alleged defect in the subject vehicle, including:
 - a. The causal or contributory factor(s);
 - b. The failure mechanism(s);
 - c. The failure mode(s);
 - d. The risk to motor vehicle safety that it poses;
 - e. What warnings, if any, the operator and the other persons both inside and outside the vehicle would have that the alleged defect was occurring or subject component was malfunctioning; and
 - f. The report included with this inquiry.

This letter is being sent to Toyota pursuant to 49 U.S.C. § 30166, which authorizes NHTSA to conduct any investigation that may be necessary to enforce Chapter 301 of Title 49 and to request reports and the production of things. It constitutes a new request for information. Toyota's failure to respond promptly and fully to this letter could subject Toyota to civil penalties pursuant to 49 U.S.C. § 30165 or lead to an action for injunctive relief pursuant to 49

U.S.C. § 30163. (Other remedies and sanctions are available as well.) Please note that maximum civil penalties under 49 U.S.C. § 30165 have increased as a result of the recent enactment of the Transportation Recall Enhancement, Accountability, and Documentation (TREAD) Act, Public Law No. 106-414 (signed November 1, 2000). Section 5(a) of the TREAD Act, codified at 49 U.S.C. § 30165(b), provides for civil penalties of up to \$6,000 per day, with a maximum of \$16,375,000 for a related series of violations, for failing or refusing to perform an act required under 49 U.S.C. § 30166. *See* 49 CFR 578.6 (as amended by 71 Fed. Reg. 28279 (May 16, 2006)). This includes failing to respond to ODI information requests.

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

Toyota's response to this letter, in duplicate, together with a copy of any confidentiality request, must be submitted to this office by June 4, 2008. All business confidential information must be submitted directly to the Office of Chief Counsel as described in the following paragraph and should not be sent to this office. In addition, do not submit any business confidential information in the body of the letter submitted to this office. Please refer to PE08-025 in Toyota's response to this letter and in any confidentiality request submitted to the Office of Chief Counsel. If Toyota finds that it is unable to provide all of the information requested within the time allotted, Toyota must request an extension from me at (202) 366-5207 no later than five business days before the response due date. If Toyota is unable to provide all of the information requested by the original deadline, it must submit a partial response by the original deadline with whatever information Toyota then has available, even if an extension has been granted.

If Toyota claims that any of the information or documents provided in response to this information request constitute confidential commercial material within the meaning of 5 U.S.C. § 552(b)(4), or are protected from disclosure pursuant to 18 U.S.C. § 1905, Toyota must submit supporting information together with the materials that are the subject of the confidentiality request, in accordance with 49 CFR Part 512, as amended, to the Office of Chief Counsel (NCC-111), National Highway Traffic Safety Administration, Room W41-227, 1200 New Jersey Avenue, S.E., Washington, D.C. 20590. Toyota is required to **submit two copies of the documents containing allegedly confidential information (except only one copy of blueprints) and one copy of the documents from which information claimed to be confidential has been deleted.** Please remember that the word "CONFIDENTIAL BUSINESS INFORMATION" <u>must</u> appear at the top of each page containing information claimed to be confidential, and the information must be clearly identified in accordance with 5 U.S.C. § 512.6. If you submit a request for confidentiality for all or part of your response to this IR, that is in an electronic format (e.g., CD-ROM), your request and associated submission must conform to the new requirements in NHTSA's Confidential Business Information Rule regarding submissions in

electronic formats (49 CFR 512.6(c)). See Federal Register, volume 72, page 59434 (October 19, 2007).

Please send email notification to Scott Yon (Scott.Yon@dot.gov) and to ODI_IRresponse@dot.gov when Toyota sends its response to this office and indicate whether there is confidential information as part of Toyota response.

If you have any technical questions concerning this matter, please call Scott Yon of my staff at (202) 366-0139.

Sincerely,

Jeff Quandt, Chief Vehicle Control Division Office of Defects Investigation

List of referenced report(s): 10068438

Enclosure 1, consisting of one CD ROM titled IR Letter Attachments containing three MS Access database files (response format examples) and one file (Adobe PDF format) summarizing the report ODI # 10068438.

From: <scott. yon@dot.gov="">. Sent:4/16/2008 11:03 AM. To: [-] <csantucci@tma.toyota.com>. </csantucci@tma.toyota.com></scott.>
Cc: [-] <jeff.quandt@dot.gov>;<ctinto@tma.toyota.com>. Bcc: [-] .</ctinto@tma.toyota.com></jeff.quandt@dot.gov>
Subject: Unofficial/advanced IR letter.
Chris,
The signed version of the letter will be sent through the normal channels and with attachments ASAP; I've attached an unofficial version (exact copy to the best of my understanding) for information purposes.
Can you confirm you have received this please?
Thanks,
Scott
D. Scott Yon
U.S. Department of Transportation
National Highway Traffic Safety Administration
Office of Defects Investigation
W48-308
1200 New Jersey Ave, SE
Washington, DC
20590
Direct: 202-366-0139
Toll Free: 1-877-5 DOT DOT (536-8368) ext 60139
Fax: 202-366-1767
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.

<u>CERTIFIED MAIL</u> <u>RETURN RECEIPT REQUESTED</u>

Mr. Christopher J. Tinto, Vice President Toyota Motor North America, Inc. Technical and Regulatory Affairs 601 Thirteenth Street, NW Suite 910 South Washington, DC 20005 NVS-213dsy PE08-025

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

- <u>Subject vehicles</u>: all model year 2004 Toyota Sienna vehicles manufactured for sale or lease in the United States.
- <u>Subject components</u>: all driver's side center console trim panel assemblies and retention clips (which secure the panel to the center console) manufactured for use in the subject vehicles as original equipment or service replacement parts.
- **<u>Toyota</u>**: Toyota Motor North America, Inc., and all of its past and present officers and employees, whether assigned to its principal offices or any of its field or other locations,

including all of its divisions, subsidiaries (whether or not incorporated) and affiliated enterprises and all of their headquarters, regional, zone and other offices and their employees, and all agents, contractors, consultants, attorneys and law firms and other persons engaged directly or indirectly (e.g., employee of a consultant) by or under the control of Toyota (including all business units and persons previously referred to), who are or, in or after 2000, were involved in any way with any of the following related to the alleged defect in the subject vehicles:

- a. Design, engineering, analysis, modification or production (e.g. quality control);
- b. Testing, assessment or evaluation;
- c. Consideration, or recognition of potential or actual defects, reporting, record-keeping and information management, (e.g., complaints, field reports, warranty information, part sales), analysis, claims, or lawsuits; or
- d. Communication to, from or intended for zone representatives, fleets, dealers, or other field locations, including but not limited to people who have the capacity to obtain information from dealers.
- <u>Alleged defect</u>: Allegations of a) excessive engine speed and or power output without the driver pressing on the accelerator pedal; b) the engine speed and or power output failing to decrease (subside) when the accelerator pedal was no longer being depressed by the driver; c) the subject component trim panel interfering with the operation of the throttle pedal; or d) the subject component trim panel becoming dislodged/separated from the center console.
- **Document:** "Document(s)" is used in the broadest sense of the word and shall mean all original written, printed, typed, recorded, or graphic matter whatsoever, however produced or reproduced, of every kind, nature, and description, and all non-identical copies of both sides thereof, including, but not limited to, papers, letters, memoranda, correspondence, communications, electronic mail (e-mail) messages (existing in hard copy and/or in electronic storage), faxes, mailgrams, telegrams, cables, telex messages, notes, annotations, working papers, drafts, minutes, records, audio and video recordings. data, databases, other information bases, summaries, charts, tables, graphics, other visual displays, photographs, statements, interviews, opinions, reports, newspaper articles, studies, analyses, evaluations, interpretations, contracts, agreements, jottings, agendas, bulletins, notices, announcements, instructions, blueprints, drawings, as-builts, changes, manuals, publications, work schedules, journals, statistical data, desk, portable and computer calendars, appointment books, diaries, travel reports, lists, tabulations, computer printouts, data processing program libraries, data processing inputs and outputs, microfilms, microfiches, statements for services, resolutions, financial statements, governmental records, business records, personnel records, work orders, pleadings, discovery in any form, affidavits, motions, responses to discovery, all transcripts, administrative filings and all mechanical, magnetic, photographic and electronic records or recordings of any kind, including any storage media associated with computers, including, but not limited to, information on hard drives, floppy disks, backup tapes, and zip drives, electronic communications, including but not limited to, the Internet and shall include any drafts or revisions pertaining to any of the foregoing, all other things similar to any of the foregoing, however denominated by Toyota, any other data compilations

from which information can be obtained, translated if necessary, into a usable form and any other documents. For purposes of this request, any document which contains any note, comment, addition, deletion, insertion, annotation, or otherwise comprises a nonidentical copy of another document shall be treated as a separate document subject to production. In all cases where original and any non-identical copies are not available, "document(s)" also means any identical copies of the original and all non-identical copies thereof. Any document, record, graph, chart, film or photograph originally produced in color must be provided in color. Furnish all documents whether verified by Toyota or not. If a document is not in the English language, provide both the original document and an English translation of the document.

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

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

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

- 1. State the number of subject vehicles Toyota has manufactured for sale or lease in the United States. Separately, for each subject vehicle manufactured to date by Toyota, state the following:
 - a. Vehicle identification number (VIN);
 - b. Date of manufacture;
 - c. The part number of the subject component trim panel originally manufactured with;
 - d. Date warranty coverage commenced; and
 - e. The State in the United States where the vehicle was originally sold or leased (or delivered for sale or lease).

Provide the table in Microsoft Access 2000, or a compatible format, titled "Production Data." See Enclosure 1, IR Letter Attachments, for a pre-formatted table which provides further details regarding this submission.

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

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

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

- 3. Separately, for each item (complaint, report, claim, notice, or matter) within the scope of your response to Request No. 2, state the following information:
 - a. Toyota's file number or other identifier used;
 - b. The category of the item, as identified in Request No. 2 (i.e., consumer complaint, field report, etc.);
 - c. Vehicle owner or fleet name (and fleet contact person), address, and telephone number;
 - d. Vehicle's VIN;
 - e. Vehicle's make, model and model year;
 - f. Vehicle's mileage at time of incident;
 - g. Incident date;
 - h. Report or claim date;
 - i. Whether the vehicle was inspected by Toyota as a result of the incident/allegation;
 - j. Whether Toyota determined that the subject component was the cause of the incident;
 - k. Whether a crash is alleged;
 - 1. Whether property damage is alleged;
 - m. Number of alleged injuries, if any; and
 - n. Number of alleged fatalities, if any.

Provide this information in Microsoft Access 2000, or a compatible format, titled "Complaint Data." See Enclosure 1, IR Letter Attachments, for a pre-formatted table which provides further details regarding this submission.

- 4. Produce copies of all documents related to each item within the scope of Request No. 2. Organize the documents separately by category (i.e., consumer complaints, field reports, etc.) and describe the method Toyota used for organizing the documents.
- 5. State, by model and model year, a total count for all of the following categories of claims, collectively, that have been paid by Toyota to date that relate to, or may relate to, the alleged defect or the subject component (including retention of the panel) in the subject vehicles: warranty claims; extended warranty claims; claims for good will services that were provided; field, zone, or similar adjustments and reimbursements; and warranty claims or repairs made in accordance with a procedure specified in a technical service bulletin or customer satisfaction campaign.

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

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

Provide this information in Microsoft Access 2000, or a compatible format, entitled "Warranty Data." See Enclosure 1, IR Letter Attachments, for a pre-formatted table which provides further details regarding this submission.

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

any dealers, regional or zone offices, field offices, fleet purchasers, or other entities. This includes, but is not limited to, bulletins, advisories, informational documents, training documents, or other documents or communications, with the exception of standard shop manuals. Also include the latest draft copy of any communication that Toyota is planning to issue within the next 120 days.

- 8. Describe all assessments, analyses, tests, test results, studies, surveys, simulations, investigations, inquiries and/or evaluations (collectively, "actions") that relate to, or may relate to, the alleged defect or the subject component in the subject vehicles that have been conducted, are being conducted, are planned, or are being planned by, or for, Toyota. For each such action, provide the following information:
 - a. Action title or identifier;
 - b. The actual or planned start date;
 - c. The actual or expected end date;
 - d. Brief summary of the subject and objective of the action;
 - e. Engineering group(s)/supplier(s) responsible for designing and for conducting the action; and
 - f. A brief summary of the findings and/or conclusions resulting from the action.

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

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

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

10. State by part number and month/year of sale (*including the cut-off date for sales, if applicable*) the number of each subject component that Toyota has sold that may be used in the subject vehicles. For each subject component part number, provide the supplier's name,

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

- 11. Provide the following information regarding Toyota's safety recall of certain MY 2004 through 2005 Toyota Highlander and Lexus RX 330 and MY 2006 Toyota Highlander Hybrid and Lexus RX400h vehicles (NHTSA Recall No. 06V-253, Toyota Special Service Campaign 60F):
 - a. Identify the part numbers and the supplier details of the recalled retaining clips and the replacement retaining clips and provide 20 exemplar samples of each;
 - b. Identify the part number and the supplier detail for the LH Floor Carpet Cover (trim panel) used in the recalled products and provide an exemplar sample;
 - c. Provide a listing of all vehicles inspected by, or for, Toyota during its investigation of the defect condition, and provide the following information for each: VIN, build date, warranty start date, inspection date, inspection mileage, any evidence of prior service that may have involved the removal of the carpet cover and/or retaining clips; the condition of the retaining clips when inspected, and any other relevant notes/comments;
 - d. State the number of incidents of trim panel interference with the accelerator pedal rod that were identified by Toyota prior to the announcement of the recall and provide a list of all such incidents with the following information for each vehicle: VIN, build date, warranty start date, incident date, repair date, repair mileage, crash (Y/N), number injuries/fatalities, description of the incident;
 - e. Provide copies of all documents used in the recall decision making process, including all presentations, reports, white papers, photographs and videos; and
 - f. Compare the alleged defect in the subject vehicles with the condition addressed by 06V-253, including (1) the trim panel retention design, (2) the potential for accelerator pedal interference from a trim panel cover with missing or loose retaining clips, (3) the approximate throttle position that would exist during a pedal-trim panel interference condition; and (4) the number of incidents of pedal interference.
- 12. Furnish Toyota's assessment of the alleged defect in the subject vehicle, including:
 - a. The causal or contributory factor(s);
 - b. The failure mechanism(s);
 - c. The failure mode(s);
 - d. The risk to motor vehicle safety that it poses;
 - e. What warnings, if any, the operator and the other persons both inside and outside the vehicle would have that the alleged defect was occurring or subject component was malfunctioning; and
 - f. The report included with this inquiry.

This letter is being sent to Toyota pursuant to 49 U.S.C. § 30166, which authorizes NHTSA to conduct any investigation that may be necessary to enforce Chapter 301 of Title 49 and to request reports and the production of things. It constitutes a new request for information. Toyota's failure to respond promptly and fully to this letter could subject Toyota to civil penalties pursuant to 49 U.S.C. § 30165 or lead to an action for injunctive relief pursuant to 49

U.S.C. § 30163. (Other remedies and sanctions are available as well.) Please note that maximum civil penalties under 49 U.S.C. § 30165 have increased as a result of the recent enactment of the Transportation Recall Enhancement, Accountability, and Documentation (TREAD) Act, Public Law No. 106-414 (signed November 1, 2000). Section 5(a) of the TREAD Act, codified at 49 U.S.C. § 30165(b), provides for civil penalties of up to \$6,000 per day, with a maximum of \$16,375,000 for a related series of violations, for failing or refusing to perform an act required under 49 U.S.C. § 30166. *See* 49 CFR 578.6 (as amended by 71 Fed. Reg. 28279 (May 16, 2006)). This includes failing to respond to ODI information requests.

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

Toyota's response to this letter, in duplicate, together with a copy of any confidentiality request, must be submitted to this office by June 4, 2008. All business confidential information must be submitted directly to the Office of Chief Counsel as described in the following paragraph and should not be sent to this office. In addition, do not submit any business confidential information in the body of the letter submitted to this office. Please refer to PE08-025 in Toyota's response to this letter and in any confidentiality request submitted to the Office of Chief Counsel. If Toyota finds that it is unable to provide all of the information requested within the time allotted, Toyota must request an extension from me at (202) 366-5207 no later than five business days before the response due date. If Toyota is unable to provide all of the information requested by the original deadline, it must submit a partial response by the original deadline with whatever information Toyota then has available, even if an extension has been granted.

If Toyota claims that any of the information or documents provided in response to this information request constitute confidential commercial material within the meaning of 5 U.S.C. § 552(b)(4), or are protected from disclosure pursuant to 18 U.S.C. § 1905, Toyota must submit supporting information together with the materials that are the subject of the confidentiality request, in accordance with 49 CFR Part 512, as amended, to the Office of Chief Counsel (NCC-111), National Highway Traffic Safety Administration, Room W41-227, 1200 New Jersey Avenue, S.E., Washington, D.C. 20590. Toyota is required to **submit two copies of the documents containing allegedly confidential information (except only one copy of blueprints) and one copy of the documents from which information claimed to be confidential has been deleted.** Please remember that the word "CONFIDENTIAL BUSINESS INFORMATION" <u>must</u> appear at the top of each page containing information claimed to be confidential, and the information must be clearly identified in accordance with 5 U.S.C. § 512.6. If you submit a request for confidentiality for all or part of your response to this IR, that is in an electronic format (e.g., CD-ROM), your request and associated submission must conform to the new requirements in NHTSA's Confidential Business Information Rule regarding submissions in

electronic formats (49 CFR 512.6(c)). See Federal Register, volume 72, page 59434 (October 19, 2007).

Please send email notification to Scott Yon (Scott.Yon@dot.gov) and to ODI_IRresponse@dot.gov when Toyota sends its response to this office and indicate whether there is confidential information as part of Toyota response.

If you have any technical questions concerning this matter, please call Scott Yon of my staff at (202) 366-0139.

Sincerely,

Jeff Quandt, Chief Vehicle Control Division Office of Defects Investigation

List of referenced report(s): 10068438

Enclosure 1, consisting of one CD ROM titled IR Letter Attachments containing three MS Access database files (response format examples) and one file (Adobe PDF format) summarizing the report ODI # 10068438.

From: <scott.yon@dot.gov>. Sent:5/13/2008 12:34 PM.</scott.yon@dot.gov>
To: [-] <csantucci@tma.toyota.com>. Cc: [-] <jeff.quandt@dot.gov>;<bill.collins@dot.gov>.</bill.collins@dot.gov></jeff.quandt@dot.gov></csantucci@tma.toyota.com>
Bcc: [-] . Subject: RE: DP08001 meeting and PE08025 IR letter.
Chris,
This is further to our phone conversations of 5/8 and of 5/12. Can you please confirm you have received this email?
The 10:00 AM start time at MIR appears to be good for the NHTSA attendees. Jeff Quandt, Bill Collins, Kathy Demeter, and myself are confirmed however Dan Smith may have a time conflict. We have asked someone from Rulemaking to attend (Pat Boyd and/or Mike Pyne) and Bob Young may join us also.
The vehicles below are OK. We understand Toyotawill be prepared to demonstrate the various systems and characteristics of the Tacomathat are discussed in the IR letter and response.
I requested in our 5/8 discussion that Toyota make available at the meeting: 1) an auto trans MY 2004 Tacoma (any engine type), and 2) examples of all OE and accessory/all weather floor mats (including any TRD mats if they are dimensionally different) sold for the MY 2004 to 2008 Tacomavehicles; this was primarily for the purpose of evaluating floor mat entrapment of the accelerator pedal. You informed me in the 5/12 discussion that Toyotawas unable to meet this request and preferred to focus this meeting on the technical issues raised by the IR letter, not on floor mat issues. VRTC has possession of a MY 2006 L4 5 speed manual Tacomathat we will make available at the meeting, along with floor mats purchased for this vehicle.
I mentioned that Bill and I had some technical questions we wanted Toyotato review/discuss at the meeting; these are listed below.
1) Page 1 of attachment response 11-2, item 1.a.4 shows a table. The top row has a left hand header marked Engine Speed (rpm). The second and third rows have a (single) header marked Volumetric efficiency (-). We don't understand how to interpret the second and third rows of this chart. Is this meant to indicate that the Catalyst Deterioration Restraint Control (CDRC) is active at the indicated engine speeds AND when the Volumetric efficiency is between these values (upper and lower limits)?
2) In the same response document, can Toyotaconfirm that the statement in sentence one of 1.b (and again in the paragraph at the bottom of page 1), that the engine speed will not increase once the CDRC is initiated, that this is an accurate statement? We have seen some evidence to the contrary in the VRTC vehicle.
3) In the same response document, on page 2, can Toyotaexplain further the chart under 2.b titled Image of Idle Up? There are no values on either axis of the chart. There are two series indicated; we don't understand the difference between the two, whether they are cumulative or independent effects on engine speed, or when they are applied, or why one shows an increase as the temperature range goes up (counter-intuitive), etc.
4) Can Toyotaconfirm that there is no CDRC system used on the V6 (1GR) engine MY 2006 to 2008 Tacomawith automatic transmission – do we understand that correctly?
5) Will/can any of the MY2006 and later Tacomaproducts operate/run on ECMs or ECM software that was not

intended for the particular transmission the vehicle is equipped with. Ex: can a manual trans vehicle have an auto trans ECM or software installed in it, or vice-versa, and still run/operate? Why or why not? If it can, what would be the result/effect on vehicle operation? Or asked another way, how does the ECU know it's in a manual or auto trans vehicle? How does Toyotaensure/protect for this issue in the manufacturing environment?

6) In the attachment response 8-1, on page 1 of the document titled "Go&See5-1 (Conf Bus Info).pdf," this indicates/suggests that two revisions (countermeasures) exist for the CDRC system software. Please describe further what revisions have been made to the software and to which engine and transmission variants this applies. Have these revisions been incorporated into vehicle production? If so, what were the dates of introduction, and was there a change in any part number for a vehicle component or service level software? What vehicle changes would be required to introduce a software revision onto older products (new ECM, software re-flash, other)?

7) Also in this same document, pages 2 to 4, we'd like to review these charts and makes sure we understand what they mean. The charts indicate points where the throttle and clutch are activated. Do any of the MY 2006 or later Tacomaproducts have a clutch status input to the ECM for the purposes or determining when to implement the CDRC system, or any other engine control purpose? If so, describe the input and how it is used. There are several traces on the charts; we'd like you to identify them and the ones Toyotathinks are important to review/understand.

8) Also in this same document, page 5, we'd like to review this table and chart and makes sure we understand what it means, specifically what the torque zero and misfire lines represent. Are there any failure modes or mechanisms of the throttle control or CDRC system that can cause an engine power in excess of the zero torque line? If so, what are they and how much power can they produce.

Please let me know if further clarification is required. Also, if you are able to answer any of these prior to our meeting, I would appreciate if you would (I have a briefing scheduled for 5/20 so the answers may be helpful).

Regards,

Scott

From: CSantucci@tma.toyota.com [mailto:CSantucci@tma.toyota.com] Sent: Wednesday, May 07, 2008 3:03 PM To: Yon, Scott <NHTSA> Cc: Quandt, Jeff <NHTSA>; ctinto@tma.toyota.com Subject: Re: DP08001 meeting and PE08025 IR letter

Scott,

We have secured a location for the demonstration. We were able to reserve MIR on May 21. It is much longer than Capitol Raceway, and we'll need some room to do the 4th to 5th gear shift on the 4cyl Tacoma. Capitol is where we did the Prius demonstration. We were not able to secure Summit Point in West Virginia, but their courses don't have as long of a straight away as MIR anyway. You can get directions at their website http://www.mirdrag.com/.

We will bring three different Tacomamodels:

1GR 5AT 1GR 6MT

2TR 5MT (1GR=V6, 2TR=4cyl) Our tentative plan is to begin at 10:00am, and hopefully wrapping up before lunch. Will that time work for you guys? MIR is south of Waldorf, for reference, figure 1 - 1.5 hours travel from your office. When you return to the office tomorrow, please give me a call to discuss. 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> 04/23/2008 03:47 PM То <CSantucci@tma.toyota.com> <Jeff.Quandt@dot.gov>, <Bill.Collins@dot.gov> Subject DP08001 meeting and PE08025 IR letter Chris. This emailis further to our conversation of 4/22/2008. Reference a technical meeting for DP08-001, Toyota's proposed date of May 21, 2008 is acceptable for NHTSA. Jeff Quandt, Bill Collins from VRTC, and I will definitely attend. We will also invite Kathy DeMeter and Dan Smith,

Jeff Quandt, Bill Collins from VRTC, and I will definitely attend. We will also invite Kathy DeMeter and Dan Smith, and possibly a Rulemaking or other representative(s). Please let me know when a venue has been identified and I will advise further who the NHTSA attendees will be. We can discuss an agenda at a later date.

Reference question 8 on the IR letter for PE08-025, ODI agrees to the revision Toyotarequested, that the question involves the subject component only (and not the alleged defect or the subject component). Accordingly, question 8 should now read: "Describe all assessments, analyses, tests, test results, studies, surveys, simulations, investigations, inquiries and/or evaluations (collectively, "actions") that relate to, or may relate to, the subject component in the subject vehicles"

Please advise any further questions.

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

STATEMENT AND Q&A REGARDING NHTSA DEFECT PETITION FOR ALLEGED TACOMA ENGINE SURGE

(Information as of 05-27-08 v7)

Statement:

The National Highway Traffic Safety Administration ("NHTSA") has received a private citizen petition on 2006 and 2007 model year Toyota Tacoma vehicles to open a Preliminary Evaluation (PE) Investigation. The petitioner alleges an engine speed increase without accelerator application. Based upon this request, NHTSA has opened a Defect Petition (DP) to review the petitioner's claim and determine whether the claim has merit or not. This is not a Preliminary Evaluation (PE) Investigation or a recall.

Q1: When did NHTSA receive the petition?

A1: NHTSA received the private citizen petition on January 18, 2008.

Q2: When did NHTSA begin its Defect Petition process?

A2: NHTSA opened the Defect Petition on January 31, 2008. Toyota received the NHTSA Defect Petition inquiry letter on February 8, 2008.

Q2a: Is this a recall?

A2a: No. Any private citizen may petition NHTSA to open a Preliminary Evaluation on any vehicle and allegation. The Defect Petition process is NHTSA's formalized procedure to review the private citizen's claim and determine whether it may have merit or not. If NHTSA determines that the claim may have merit, they will open a Preliminary Evaluation.

Q2b: But this is like a Defect Investigation right?

A2b: No. Any private citizen may petition NHTSA to open a Preliminary Evaluation on any vehicle and allegation. The Defect Petition process is NHTSA's formalized procedure to review the private citizen's claim and determine whether it may have merit or not. If NHTSA determines that the claim may have merit, they will open a Preliminary Evaluation.

Q2c: Will this Defect Petition lead to a recall?

A2c: Any private citizen may petition NHTSA to open a Preliminary Evaluation on any vehicle and allegation. The Defect Petition process is NHTSA's formalized procedure to review the private citizen's claim and determine whether it may have merit or not. If NHTSA determines that the claim may have merit, they will open a Preliminary Evaluation. Therefore, it is premature to comment.

Q3: What vehicles are involved in the Defect Petition?

A3: The private citizen submitted the petition on 2006 and 2007 model year Toyota Tacoma vehicles.

Q4: How many vehicles are involved in the NHTSA Defect Petition Investigation?

A4: There are approximately 196,000 2006 and 166,000 2007 model year Toyota Tacoma vehicles manufactured for sale in the United States.

Q4a: If Toyota conducts a recall how many vehicles will be impacted?

A4a: The Defect Petition process is NHTSA's formalized procedure to review the private citizen's claim and determine whether it may have merit or not. If NHTSA determines that the claim may have merit, they will open a Preliminary Evaluation. Therefore, it is premature to comment.

Q4b: When was the current generation Tacoma introduced?

A4b: The current generation Tacoma was introduced in November, 2004, as a '05 model year vehicle.

Q4c: How many current generation Tacoma vehicles have been manufactured?

A4c: As of April, 2008, approximately 616,000 Tacoma vehicles have been manufactured.

Q4d: If Toyota conducts a recall will all 616,000 vehicles be involved?

A4d: The Defect Petition process is NHTSA's formalized procedure to review the private citizen's claim and determine whether it may have merit or not. If NHTSA determines that the claim may have merit, they will open a Preliminary Evaluation. Therefore, it is premature to comment.

Q5: What prompted NHTSA to open the Defect Petition?

A5: NHTSA received a defect petition letter from a private citizen alleging unintended acceleration of their 2006 model year Toyota Tacoma. The purpose of the Defect Petition is to review the petitioner's claim and determine whether the claim has merit or not.

Q5a: A few months ago an investigative reporter (Jeremy Finley) did a story about the "Feds to inspect Tacoma vehicles." Did this investigation result from that story?

A5a: No. NHTSA received a private citizen defect petition letter alleging unintended acceleration of their 2006 model year Toyota Tacoma. The purpose of the Defect Petition is to review the petitioner's claim and determine whether the claim has merit or not.

Q5b: Didn't NHTSA already conduct an investigation on the Toyota Tacoma Accelerator Control System?

A5b: No. NHTSA has not previously opened a formal investigation to look into these allegations. However, NHTSA did conduct a confirmation test on the 2007 model year Toyota Tacoma for Federal Motor Vehicles Safety Standards (FMVSS) 124 Accelerator Control Systems. Toyota fully cooperated with the agency to support their testing efforts. As a result of the testing, Toyota met all aspects of the Safety Standards' requirements.

Q5c: Didn't NHTSA conduct a test of these vehicles?

A5c: In November, 2007, NHTSA conducted FMVSS 124 Accelerator Control Systems testing.

Q5d: What is a FMVSS 124 Accelerator Control System test?

A5d: The FMVSS 124 standard establishes requirements for the return of a vehicle's throttle to the idle position when the driver removes the actuating force from the accelerator control, or in the event of a severance or disconnection in the accelerator control system as specified in the FMVSS 124 standard. As a result of the testing, Toyota met all aspects of the Safety Standards' requirements.

Q6: What seems to be the source of the problem?

A6: It is premature to comment. The purpose of the Defect Petition is to review the petitioner's claim and determine whether the claim has merit or not. If NHTSA determines that the claim may have merit, they will open a Preliminary Evaluation.

Q7: Is this complaint the only one that you are aware of that has experienced this problem?

A7: In addition to the complaint reported in the Defect Petition, NHTSA indicated that they have received a total of 32 consumer complaints.

Q7a: Toyota's response to the NHTSA Defect Petition seems to indicate there are 478 complaints related to unintended acceleration. Is this correct?

A7a: The allegations which are the subject of the Defect Petition are broad. Hence, the criteria we were given to extract information from different sources was also broad. Therefore the complaints include applications where the engine idle speed increase, for example, due to activation of the vehicle's air conditioner, when other equipment is turned on and a load is placed on the alternator, the increase in idle speed when the engine is started in cold temperatures, as well as other "normal" reasons.

Q7b: How many of the 478 complaints are related to unintended acceleration?

A7b: As the Defect Petition process is ongoing, Toyota can not provide further specifics at this time.

Q8: Is this a recall?

A8: No. This is not a recall. The purpose of the Defect Petition is to review the petitioner's claim and determine whether the claim has merit or not.

Q9: Didn't Toyota just recall Camry and Lexus ES 350 vehicles for an Accelerator Control System problem?

A9: The Toyota Camry and Lexus ES 350 All Weather Floor Mat Equipment recall involved the Toyota Camry and Lexus ES 350 All Weather Floor Mats designed specifically for the driver's seating position in certain 2007 and early 2008 model year vehicles. In this case, if the optional Toyota Camry or Lexus ES 350 All Weather Floor Mat (either by itself or if it is placed on top of the existing carpeted floor mat) is not secured by the retaining hooks and the mat moves forward, it may interfere with the accelerator pedal returning to the idle position. If the mat is properly secured, it will not interfere with the accelerator pedal.

Q10: Is the Toyota Tacoma equipped with the All Weather Floor Mat of a similar design?

A10: The Toyota Tacoma All Weather Floor Mat is an optional accessory. Although the overall look of the Toyota Tacoma All Weather Floor Mat may appear similar to the Lexus ES 350 and Toyota Camry All Weather Floor Mats, differences in the shape, topographical features, and relation to vehicle interior components make them quite different.

Q11: Have you had any complaints other than this one Defect Petition, and have you had any other lawsuits related to Toyota Tacoma's throttle control system issue?

A11: The complaint that prompted NHTSA's Defect Petition was received by NHTSA. Toyota will cooperate fully with the agency to study this complaint.

Q12: What if customers have questions or safety concerns regarding this issue, should they go to their dealer?

A12: We remain confident in the safety of these vehicles, but if customers have any concerns at all they should feel free to contact our Toyota customer Experience Center.

Toyota Customer Experience Center - 1.800.331.4331

From:	Chris Santucci/=WDC/Toyota_NY.	Sent:5/27/2008 1:06 PM.
To:[-]	jquandt@nhtsa.dot.gov.	
Cc: [-]	syon@nhtsa.dot.gov;Christopher Tinto/=WDC/Toyota_NY@Toyota_NY.	
Bcc: [-]	Michiteru Kato/=HINPO/TMC0@TMC0@TMCE@TOYOTA.	
Subject:	Request for Extension of the Due Date: IR Letter for PE08025 IR letter.	

Jeff,

This email is being sent to request an extension of the due date of the IR response for PE08-025, an investigation into the Sienna minivan for unwanted acceleration. Due to the Golden Week holiday in Japan, our offices were closed and unable to work on the data collection necessary for this response, delaying our analysis. In addition, some investigation work is currently scheduled to be completed in early June that we believe is important for our assessment of the alleged defect. Finally, as you know, unwanted acceleration issues are difficult to accurately identify based on a complaint database that includes many reports of minor driveability/hesitation/surge type issues, which is delaying the data collection efforts. The response is due June 4.

As such, we propose submitting a partial response on June 11 which includes the production information (Q1), field information (Q2, Q3, Q4), warranty information (Q5, Q6), service bulletin information (Q7), and service parts and supplier information (Q10). Then we would like to submit the final response on June 25 which includes information on our internal activities (Q8), design changes (Q9), the RX and Highlander recall (Q11) and our assessment of the alleged defect (Q12). We appreciate your assistance with this matter. If you have any questions, please let me know.

Regards,

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

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

From:	Chris Santucci/=WDC/Toyota_NY.	Sent:5/27/2008 1:06 PM.
To:[-]	jquandt@nhtsa.dot.gov.	
Cc:[-]	syon@nhtsa.dot.gov;Christopher Tinto/=WDC/Toyota_NY@Toyota_NY.	
Bcc: [-]		
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From:	<jeff.quandt@dot.gov>. Sent:5/28/2008 6:12 AM.</jeff.quandt@dot.gov>
To: [-]	<csantucci@tma.toyota.com></csantucci@tma.toyota.com>
Cc: [-] Bcc: [-]	<scott.yon@dot.gov>;<ctinto@tma.toyota.com>.</ctinto@tma.toyota.com></scott.yon@dot.gov>
Subject:	RE: Request for Extension of the Due Date: IR Letter for PE08025 IR letter.
Chris,	
Your rec	quest for an extension to respond to Q8, Q9, Q11 and Q12 of the information request letter for PE08-025 is
	Responses to those requests are now due on June 25. Responses to Q1-7 and Q10 are due on June 11.
Regards	¢,
Jeff Qua	ındt
Vehicle	Control Division
Office of	f Defects Investigation
Phone:	(202)366.5207
Fax: (20	02)366.1767
jeff.quar	ndt@dot.gov
Erom: C	Santucci@tma.toyota.com [mailto:CSantucci@tma.toyota.com]
Sent: Tu	iesday, May 27, 2008 4:06 PM
Cc: Yon	ndt, Jeff <nhtsa> , Scott <nhtsa>; CTinto@tma.toyota.com</nhtsa></nhtsa>
Subject:	Request for Extension of the Due Date: IR Letter for PE08025 IR letter
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*	,

TOY-RQ-00033446

From:	<jeff.quandt@dot.gov>. Sent:5/28/2008 6:12 AM.</jeff.quandt@dot.gov>
To: [-]	<csantucci@tma.toyota.com></csantucci@tma.toyota.com>
Cc: [-] Bcc: [-]	<scott.yon@dot.gov>;<ctinto@tma.toyota.com>.</ctinto@tma.toyota.com></scott.yon@dot.gov>
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Vehicle	Control Division
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Phone:	(202)366.5207
Fax: (20	02)366.1767
jeff.quar	ndt@dot.gov
Erom: C	Santucci@tma.toyota.com [mailto:CSantucci@tma.toyota.com]
Sent: Tu	iesday, May 27, 2008 4:06 PM
Cc: Yon	ndt, Jeff <nhtsa> , Scott <nhtsa>; CTinto@tma.toyota.com</nhtsa></nhtsa>
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*	,

TOY-RQ-00033452