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Post-Recall Unintended Acceleration Incidents Involving Toyota Vehicles

The attached document is comprised of Toyota SUA incidents reported from January 1, 1999 to January 5, 2011, that are described as occurring post-recall remedy. Sources of these reports include:

- Consumer complaints to NHTSA
- Toyota-submitted claims from several NHTSA investigations into SUA
- Incidents reported by media organizations
- incidents in litigation
- Consumer contacts made to SRS and other organizations who are reporting incidents that they have received.

Date of Incident: Unknown
Toyota ID No.:
NHTSA ODI No.:
Vehicle Make 2010 TOYOTA CAMRY
Location of Incident: CHATHAM, ONTARIO CA
NHTSA Summary:

Additional Summary:

THIS IS A CANADIAN OSI - THE AUGERS EXPERIENCED THREE INCIDENTS OF SUA WITH THEIR 2010 CAMRY. TOYOTA INSPECTED THEIR VEHICLE AND DETERMINED IT TO BE OPERATING NORMALLY. THE AUGER'S FILED A FORMAL COMPLAINT WITH TRANSPORT CANADA TO HAVE THE DEPARTMENT INSPECT THEIR VEHICLE. TRANSPORT CANADA FINDING NO MECHANICAL OR ELECTRICAL ISSUES TO CAUSE THE SUA PROBLEM POINTS TO DRIVER ERROR AS THE LIKELY CAUSE IN THE THREE CASES THEY'VE INVESTIGATED (ALL COMPLAINTS WERE MADE IN ONTARIO).

DAVE AUGER SAID THE FIRST OCCASION THE VEHICLE SURGED FORWARD WAS WHEN HIS WIFE WAS IN A LOCAL MALL PARKING LOT. HE SAID, "WE DIDN'T BRING IT IN, WE THOUGHT MAYBE IT'S A LITTLE GLITCH."

THE SECOND TIME IT HAPPENDED, HE WAS DRIVING THE VEHICLE IN THE U.S. AND WAS ADJUSTING TO TRAFFIC AND TOOK HIS FOOT OFF THE GAS WHEN THE CAR SURGED FORWARD.

AFTER THIS, AUGER SAID HE BROUGHT THE VEHICLE TO CAMPBELL TOYOTA AND THE ACCELERATOR PEDAL WAS REPLACED. HE ALSO FILLED OUT A FORM ABOUT SUA FROM TOYOTA CANADA, IN CONNECTION WITH AN IN-HOUSE RECALL PROGRAM.

THE THIRD INCIDENT HAPPENED AFTER THE PEDAL WAS CHANGED. DAVE AUGER HAD THE VEHICLE TOWED TO THE DEALERSHIP. HE WANTED THEM TO TAKE THE VEHICLE BACK WITHOUT WANTING THE COMPANY TO ACKNOWLEDGE ANY LIABILITY. HE WAS REFERRED TO TOYOTA FINANCE WHERE HE WAS ESSENTIALLY TOLD THAT "IF YOU LEAVE THE CAR WE WILL CONSIDER IT ABANDONED AND IT WILL AFFECT YOUR CREDIT RATING." AUGER WAS ALSO ANGERED THAT TOYOTA'S ROADSIDE ASSISTANCE, WHICH HE PAYS FOR WITH THE LEASE, REFUSED TO TOW HIS VEHICLE BACK HOME, STATING IT DOESN'T HAVE A MECHANICAL PROBLEM.

AUGER QUESTIONS WHY TOYOTA CANADA HAS A FORM ON SUDDEN ACCELERATION IF THIS IS NOT A PROBLEM.

DOCUMENTS ARE SAVED IN FOLDER TOYSUA4322.

Date of Incident: Unknown
Toyota ID No.:
NHTSA ODI No.:
Vehicle Make 2007 TOYOTA CAMRY
Location of Incident: , CA

NHTSA Summary:

Additional Summary:

From LA Times news article "Toyota response to complaints takes on a confrontational tone"

"SMART team may have helped Toyota's adversaries on March 12, when it inspected a 2007 Camry after an alleged sudden acceleration event.

Linda Tang, an Orange County resident who is suing Toyota over alleged defects in the Camry electronics, said her vehicle suddenly accelerated after she had taken it to a dealership for repairs under recall.

Toyota initially did not inspect the vehicle. It was only after Tang's attorney enlisted congressional investigators to contact the Department of Transportation that the inspection was scheduled.

At a sophisticated Toyota facility in Orange County, a large team of company technicians spent nearly seven hours going over the vehicle. Two federal safety investigators flew in from Washington to oversee the inspection. They were joined by an automotive electronics expert hired by Tang's attorney.

Near the near the end of the day, the Toyota technicians acknowledged a major error.

A shim that was supposed to have been installed in the gas pedal assembly under the recall to prevent sticking

was missing, according to federal officials and allegations in Tang's suit.

"It was shocking," said William Rosenbluth, the automotive electronics expert who works for Tang's attorney,

Michael Lewis Kelly. "It wasn't there and the paperwork says it was put in."

Toyota officials declined to discuss the inspection.

ralph.vartabedian

Date of Incident: 19010101
Toyota ID No.:
NHTSA ODI No.: 10316518
Vehicle Make 2007 LEXUS ES350
Location of Incident: IRVINE, CA

NHTSA Summary:

CONSUMER HAS ADHERED TO ALL THE RECALL PRECAUTIONS
PERTAINING TO THE ES MODEL LEXUS AND THE PROBLEMS STILL PERSIST.

THE CONSUMER STATED HE STILL EXPERIENCED MINOR SUDDEN ACCELERATION PROBLEMS. *JB

Additional Summary:

Date of Incident: 19010101
Toyota ID No.:
NHTSA ODI No.: 10341169
Vehicle Make 2009 TOYOTA MATRIX
Location of Incident: YOUNGSTOWN, OH

NHTSA Summary:

S10 APPROPRIATE HANDLING-LETTER FROM REGARDING TOYOTA PROBLEMS *TGW 2009 TOYOTA MATRIX. THE CONSUMER WAS INVOLVED IN AN ACCIDENT DUE TO VEHICLE SPEED CONTROL. THE CONSUMER STATED HE COMPLAINED IN THE SUMMER OF 2009, THE VEHICLE WAS NOT STOPPING PROPERLY, AND HE FELT AS THOUGH THE VEHICLE WAS ACCELERATING DURING CERTAIN MANEUVERS. BUT, THE DEALER CLAIMED THEY HAD HEARD OF NO SUCH PROBLEM. THE CONSUMER THEN LEARNED OF A RECALL IN FEBURARY 2010 AND WENT TO THE DEALER FOR THE REPAIR. HOWEVER, THE CONSUMER STATED AFTER THE RECALL WAS DONE, HE STILL EXPERIENCED PROBLEMS WITH THE VEHICLE ACCELERATING. *JB

Additional Summary:

Date of Incident: 19010101
Toyota ID No.:
NHTSA ODI No.: 10323095
Vehicle Make 2009 TOYOTA COROLLA
Location of Incident: DERBY, KS

NHTSA Summary:

2009 TOYOTA COROLLA. CONSUMER STATES UNINTENDED ACCELERATION. *TGW THE CONSUMER STATED HE EXPERIENCED SUDDEN ACCELERATION AFTER THE RECALL WAS PERFORMED. THE CONSUMER STATED AS HE WAS BACKING OUT OF HIS GARAGE, THE VEHICLE SUDDENLY ACCELERATED. THE CONSUMER QUICKLY SHIFTED THE GEAR INTO NEUTRAL AND APPLIED THE BRAKE AND THE VEHICLE STOPPED. *JB

Additional Summary:

Date of Incident: 19010101
Toyota ID No.:
NHTSA ODI No.: 10349870
Vehicle Make 2007 TOYOTA CAMRY
Location of Incident: WASHINGTON, DC

NHTSA Summary:

2007 TOYOTA CAMRY. CONSUMER STATES STUCK ACCELERATOR. CONSUMER EXPRESSES DISCONTENT REGARDING BEING ASSIGNED A 2007 TOYOTA COROLLA WITH A BROKEN WINDSHIELD AND GAS LIGHT ON AFTER THE EVENT OF THE CAMRY. THE CONSUMER STATED THE VEHICLE WAS TAKEN TO THE DEALER FOR A RECALL AFTER ALMOST CRASHING INTO AN OAK TREE. THE FIRST TIME THE CONSUMER DROVE THE VEHICLE AFTER THE RECALL WAS PERFORMED, SHE HAD ONLY DRIVEN FOUR MILES BEFORE THE SAME INCIDENT OCCURRED AGAIN. SHE WAS ABLE TO PUT THE GEAR INTO NEUTRAL AND CUT OFF THE ENGINE, AND STOPPED SAFELY AFTER THE VEHICLE HAD ACCELERATED OUT OF CONTROL OVER 90 MPH. *JB

Additional Summary:

Date of Incident: 19010101
Toyota ID No.:
NHTSA ODI No.: 10319825
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: CHARLOTTE, NC

NHTSA Summary:

2009 TOYOTA CAMRY. CONSUMER STATES UNINTENDED ACCELERATION AND DISCONTENT WITH RECEIPT OF RECALL NOTICE AND TOYOTA CUSTOMER SERVICE. *TGW THE CONSUMER EXPERIENCED SUDDEN ACCELERATION TWICE. ONCE BEFORE RECEIVING A NOTICE IN THE MAIL AND SECOND AFTER THE REPAIRS WERE ALLEGEDLY MADE. *JB

Additional Summary:

Date of Incident: 20060422
Toyota ID No.:
NHTSA ODI No.: 10329857
Vehicle Make 2007 TOYOTA CAMRY
Location of Incident: MAYS LANDING, NJ

NHTSA Summary:

I PURCHASED MY 2007 TOYOTA CAMRY IN 2006 WHEN THE NEW MODEL FIRST CAME OUT. IMMEDIATELY AFTER BUYING THE CAR I CONTACTED THE DEALERSHIP ABOUT A HESITATION AND ACCELERATION PROBLEM. I WANTED TO RETURN THE CAR AND THEY TOLD ME NO IT WAS NOW A USED CAR. I CONTACTED TOYOTA HEADQUARTERS AS WELL AND IN 2007 I WAS TOLD IT IS PROBABLY AN ELECTRONICS PROBLEM BUT HAS NOT BEEN RECALLED YET. MY VEHICLE WAS INVOLVED IN THE RECALL, I TOOK IT IN FOR THE SERVICE AND THE CAR IS STILL HAVING PROBLEMS. TOYOTA HAS DISMISSED MY COMPLAINTS. I HAVE FELT FROM DAY ONE THAT THIS VEHICLE IS UNSAFE AND CONTINUES TO BE UNSAFE. TOYOTA REFUSES TO GIVE ME MY MONEY BACK, I HAVE LOST RESALE VALUE AND

CANNOT EVEN SELL THE CAR NOW. I AM VERY FRUSTRATED AND ANGRY OVER THIS SITUATION. I HAVE TO CONTINUE TO PAY MY CAR LOAN EVEN THOUGH I REFUSE TO DRIVE THIS CAR.

Additional Summary:

Date of Incident: 20070217
Toyota ID No.:
NHTSA ODI No.: 10315206
Vehicle Make 2010 TOYOTA CAMRY
Location of Incident: KALAMAZOO, MI

NHTSA Summary:

ON 2/12/10 MY 2010 TOYOTA CAMRY RECEIVED AN ACCELERATION FIX. IN ADDITION I WAS INFORMED A FAIL-SAFE COMPUTER PROGRAM WAS PUT IN. ON 2/17/10 AS I WAS ENTERING MY PARKING SLOT, THE CAR DID AN UNINTENDED SUDDEN ACCELERATION WITHOUT MY FOOT BEING ON THE ACCELERATOR. I WAS PRESSING THE BRAKE. I JAMMED BOTH FEET INTO THE BREAK. AFTER 3 SECONDS, AS MY CAR WAS CLIMBING UP A SNOW BANK, IT STOPPED. THE ENGINE WAS IDLING WHILE MY GEAR SHIFT WAS IN DRIVE. THIS IS THE SECOND LEVEL ON THE FAIL-SAFE SYSTEM. THIS MEANS THAT: "IF BOTH ACCELERATOR POSITION SENSORS FAIL, OR IF ONE THROTTLE POSITION SENSOR FAILS, THE ECM WILL...RETURN THE ENGINE TO IDLE SPEED. HAD THE INCIDENT HAPPENED ONE MINUTE EARLIER, I WOULD HAVE BEEN IN A HIGH CAR/PEDESTRIAN AREA AND WOULD NOT HAVE BEEN ABLE TO AVOID AN ACCIDENT. THE WHOLE EVENT TOOK 5-6 SECONDS BEFORE THE CAR SUDDENLY STOPPED. THE FIX DONE BY TOYOTA IS NOT THE FIX FOR THE ACCELERATION PROBLEM. UPDATED 03/08/10 *BF

Additional Summary:

Date of Incident: 20070510
Toyota ID No.:
NHTSA ODI No.: 10320311
Vehicle Make 2007 TOYOTA CAMRY
Location of Incident: MINNEAPOLIS, MN

NHTSA Summary:

CAR WITH ONLY 314 MILES. BRAND NEW. EXITED HIGHWAY AND CAME TO A STOP AT END OF CLOVERLEAF. UPON ACCELERATION FORWARD FOR A RIGHT TURN ONTO CROSS STREET THE CAR SURGED TO FULL SPEED CAUSING DRIVER TO MAKE A VERY SHARP (15 FT) RIGHT TURN INTO THE SIDEWALK OF THE OVERPASS BRIDGE. HIGH CURB DESTROYED FRONT END BUT SAVED DRIVERS LIFE FROM CRASHING THROUGH GUARD RAIL AND FALLING TO THE HIGHWAY SURFACE. TOYOTA CLAIMED DRIVER ERROR. DRIVER HAS PERFECT DRIVING RECORD. POLICE REPORT NOTES PROBABLE MECHANICAL FAILURE OF SOME SORT. CAR REPAIRED AND

RETURNED TO SERVICE. DRIVER IS NOW FEARFUL TO DRIVE THE \$30,000 CAR. CAR WAS A 2007 TOYOTA CAMRY. HAS BEEN RECALLED AND REPAIRED, BUT NO CONFIDENCE NOW. SHOULD BE ADDED TO THE DATA BASE. VIN # 1GNDDT13W8R0158766

Additional Summary:

Date of Incident: 20071116
Toyota ID No.:
NHTSA ODI No.: 10366812
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: KNOXVILLE, TN

NHTSA Summary:

TL*THE CONTACT OWNS A 2009 TOYOTA CAMRY. THE CONTACT STATED THAT HIS VEHICLE CONTINUED TO ACCELERATE AFTER IT WAS REPAIRED UNDER RECALL (09V388000, VEHICLE SPEED CONTROL:ACCELERATOR PEDAL). THE MANUFACTURER HAD NOT BEEN NOTIFIED. THE CURRENT MILEAGE WAS APPROXIMATELY 30,000. THE FAILURE MILEAGE WAS APPROXIMATELY 100.

Additional Summary:

Date of Incident: 20080201
Toyota ID No.:
NHTSA ODI No.: 10324253
Vehicle Make 2007 TOYOTA CAMRY
Location of Incident: MARION, KS

NHTSA Summary:

2007 TOYOTA CAMRY ACCELERATOR *GR THE CONSUMER SHE STATED SHE NOTICED RIGHT AWAY THERE WAS A SURGING/LUNGING PROBLEM WITH THE VEHICLE WHENEVER THE ACCELERATOR WAS APPLIED FROM A STOP. THE CONSUMER TOOK THE VEHICLE TO THE DEALER, BUT HER COMPLAINT WAS NEVER RESOLVED. IN FEBRUARY 2008, THE VEHICLE SUDDENLY ACCELERATED AND THE CONSUMER CRASHED INTO A TREE AS SHE WAS PULLING INTO A PARKING SPACE. HER FOOT WAS ON THE BRAKE WHEN THE VEHICLE ACCELERATED OUT OF CONTROL. FEBRUARY 12, 2010, THE CONSUMER TOOK THE VEHICLE TO THE DEALER DUE TO THE ACCELERATOR RECALL. THE CONSUMER STATED SHE IS STILL EXPERIENCING PROBLEMS WITH SUDDEN ACCELERATION. UPDATED 04/21/10.*JB

Additional Summary:

Date of Incident: 20080408
Toyota ID No.:
NHTSA ODI No.: 10324544

Vehicle Make 2010 TOYOTA PRIUS

Location of Incident: WASHINGTON, DC

NHTSA Summary:

TL*THE CONTACT OWNS A 2010 TOYOTA PRIUS. THE CONTACT STATED THAT ON APRIL 8, 2010 WHILE DRIVING AT 1 MPH, THE VEHICLE SUDDENLY SURGED FORWARD WHILE SHE WAS MAKING A LEFT TURN. SHE DEPRESSED THE BRAKE PEDAL, THE VEHICLE SKIDDED ABOUT FOUR FEET AND CAME TO A STOP. THE FRONT END OF THE VEHICLE WAS DAMAGED; HOWEVER, THE CONTACT WAS ABLE TO DRIVE THE VEHICLE HOME. SHE CALLED THE MANUFACTURER AND WAS ADVISED TO TAKE THE VEHICLE TO AN AUTHORIZED DEALER FOR REPAIRS. THE VEHICLE HAD PREVIOUSLY BEEN REPAIRED AT THE DEALERSHIP FOR RECALL 10V039000 (SERVICE BRAKES, AIR, ANTILOCK CONTROL UNIT/MODULE) ON MARCH 11, 2010. THE CONTACT HAD AN APPOINTMENT SCHEDULED WITH THE DEALER WHEN THE COMPLAINT WAS FILED. THE FAILURE MILEAGE WAS APPROXIMATELY 2,700. UPDATED 05/26/10 *BF

Additional Summary:

Date of Incident: 20080501

Toyota ID No.:

NHTSA ODI No.: 10320571

Vehicle Make 2006 TOYOTA AVALON

Location of Incident: LOWELL, MA

NHTSA Summary:

OVER TWO YRS NUMEROUS TIMES AVALON TOYOTA ACCELERATED, BROUGHT IN TO BE CHECKEDX2 TO BE TOLD NOTHING WAS WRONG, HAPPENED TO OTHERS IN HOUSE ALSO. HAD RECALL FIX DONE, DID IT AGAIN. JUMPS FORWARD WITHOUT ACCELERATION. TOO AFRAID TO WAIT , TRADED IT IN, LOST ALOT OF \$ BUT FEEL SAFER. OTHER DEALERS TO SEND TO AUCTION

Additional Summary:

Date of Incident: 20081001

Toyota ID No.:

NHTSA ODI No.: 10314607

Vehicle Make 2008 TOYOTA CAMRY

Location of Incident: EAST NORTHPORT, NY

NHTSA Summary:

INTERMITTENT GAS PEDAL HESITATION AND THEN SUPER QUICK ACCELERATION, ESPECIALLY DANGEROUS WHEN ENTERING HIGHWAY. ALSO OCCURS IN LOCAL TRAFFIC. CONTACTED TOYOTA IN JAN., 2008 AND WAS TOLD ISSUE COULDN'T BE DUPLICATED - MY DRIVING. CONTACTED DEALER AT LEAST 3X THEN ESCALATED TO TOYOTA CUSTOMER EXPERIENCE IN APR. 2008. LAST CONTACT IN JUNE 2008 WHEN AUTO WAS

"FIXED" PURSUANT TO TSB 0068-08. TROUBLE WAS BLAMED ON CALIBRATION IN THE COMPUTER. CAR WAS SOMEWHAT BETTER BUT THERE WAS A LATER INCIDENT IN FALL OF 2008 WHEN I ACCELERATED OVER A SPEED BUMP IN A PARKING LOT AND WAS TURNING LEFT INTO A PARKING SPACE. CAR SHOT FORWARD WENT THROUGH HEDGE AND OUT INTO BUSY STATE ROUTE 25A. ACCIDENT AVOIDED BY CONTINUING LEFT TURN ONTO BERM WHERE BRAKES FINALLY WORKED. DID NOT REPORT AS THERE WERE NO INJURIES OR PROPERTY DAMAGE. ALSO THOUGHT I COULD HAVE BEEN TO BLAME AS TOYOTA HAD BEEN "FIXED" AND I HAD BEEN ADVISED A NUMBER OF TIMES BEFORE THE "FIX" THAT COMPUTER RESPONDS TO INDIVIDUAL DRIVER'S ACTIONS.

Additional Summary:

Date of Incident: 20090101
Toyota ID No.:
NHTSA ODI No.: 10313907
Vehicle Make 2008 TOYOTA SEQUOIA
Location of Incident: SPRINGFIELD, MO

NHTSA Summary:

I BOUGHT A 2008 TOYOTA SEQUOIA AND THE PEDAL HAS BEEN FIXED. SOMEHOW, OCCASSIONALLY I AM STILL EXPERIENCING "SUDDEN ACCELERATION". RECENT ARTICLE EXPLAINS THE PEDAL FIX DOESN'T COMPLETELY FIX THE "SUDDEN ACCERATION" PROBLEM THAT IS DUE TO ELECTRONIC DEFECTS AND THAT EXPLAIN WHY I AM STILL EXPERIENCING SUDDEN ACCELARATION PROBLEM. THE CAR JUST JERK FORWARD FOR NO REASON. PLEASE HAVE TOYOTA FIX THE PROBLEM ASAP OR WE CAN RETURN THE CAR.

Additional Summary:

Date of Incident: 20090103
Toyota ID No.:
NHTSA ODI No.: 10318544
Vehicle Make 2007 TOYOTA CAMRY
Location of Incident: READING, PA

NHTSA Summary:

I OWN 2-2007 CAMY. 1. ALREADY WHEN TO THE DEALER FOR THE RECALL FOR ONE OF THE CARS. I STILL FEEL STICK PEDALS AND SOME ACCELERATION, NOT TOO MAYOR BUT I FEEL IT IN HIGHWAY AS WELL IN STOP SIGN. THE OTHER CAR (THIS ONE HAVE A BIG PROBLEM I FEEL MORE THE PROBLEM IN THIS ONE MORE THAN THE OTHER)WILL BE IN THE DEALER 3/17/2010 TO TRY TO FIX THE PROBLEM. I HOPE AND THIS WILL WORK CAUSE WE'RE AFRAID OF DRIVING THIS CARS. A).-GAS PEDALS AND BRAKES.

Additional Summary:

Date of Incident: 20090207
Toyota ID No.:
NHTSA ODI No.: 10334230
Vehicle Make 2004 TOYOTA PRIUS
Location of Incident: MANHANTTAN BEACH, CA

NHTSA Summary:

TL-THE CONTACT OWNS A 2004 TOYOTA PRIUS. WHILE DRIVING APPROXIMATELY 20MPH THE FLOOR MAT GOT STUCK INSIDE THE ACCELERATOR PAD. SHE STATED THE VEHICLE ACCELERATED AND SHE PRESS A BUTTON TO TURN THE VEHICLE OFF. THE VEHICLE WAS TAKEN TO THE DEALER AND THEY WERE UNABLE TO DUPLICATE THE FAILURE. SHE HAS HAD TWO OCCURANCES OF THE VEHICLE ACCELERATING AND PEDAL STICKING AFTER THE RECALL WORK WAS PERFORMED. SHE REFERENCE RECALL NHTSA CAMPAIGN ID NUMBER: 09V388000 VEHICLE SPEED CONTROL:ACCELERATOR PEDAL. THE VEHICLE WAS TAKEN TO THE DEALER AFTER THE SECOND OCCURANCE AND THEY DID NOT FIND A PROBLEM. THE FAILURE MILEAGE WAS 56,767 AND THE CURRENT MILEAGE WAS 71,734. VWB

Additional Summary:

Date of Incident: 20090301
Toyota ID No.:
NHTSA ODI No.: 10317129
Vehicle Make 2009 TOYOTA COROLLA
Location of Incident: WEXFORD, PA

NHTSA Summary:

ON 2/26/10 I BROUGHT MY 2009 TOYOTA COROLLA LE TO NORTH HILLS TOYOTA/SCION SERVICE CENTER AT 711 BROWNS LANE PGH PA 15237 TO HAVE THE RECALL WORK PERFORMED. AS PER THE THE WORK ORDER #TOCS162571, THE WORK PERFORMED WAS: INSTALLING ACCELERATOR PEDAL REINFORCEMENT BAR, BRAKE INSPECTION, INSTALLING INTAKE AIR TUBE CONNECTOR KIT. UP UNTIL THAT TIME, I HAD NOT EXPERIENCED ANY PROBLEMS. ON 3/1/10 AT 10:25AM, THE 2009 TOYOTA COROLLA ABRUPTLY ACCELERATED TO OVER 7,000 RPMS WHILE MY FOOT WAS APPLIED TO BRAKE AS I WAS COMING TO A STOP AT A RED LIGHT. THE CAR CONTINUED TO MOVE DESPITE APPLYING EXTRA PRESSURE TO THE BRAKE WITH MY FOOT. I THEN TURNED THE CAR OFF WITH THE KEY, PUT IT IN PARK, WAITED APPROX. 1 MINUTE, AND RESTARTED THE CAR. THE ACCELERATION WAS MUCH WORSE THAN THE FIRST TIME AND THE NEEDLE ON THE TACHOMETER AGAIN WENT TO OVER 7,000 RPMS AND THE ENGINE SOUNDED LIKE A "JET ENGINE". I IMMEDIATELY TURNED TO ENGINE OFF AGAIN. THE POLICE WERE THEN CALLED AS THE CAR WAS BLOCKING TRAFFIC. THE OFFICER AND MYSELF PUSHED THE CAR TO SIDE

OF ROAD WITHOUT STARTING IT. AAA EVENTUALLY TOWED THE CAR TO NORTH HILLS TOYOTA/SCION SERVICE CENTER. ON 3/2/10, DEANA HICKS OF THE SERVICE DEPT. CALLED TO SAY, UPON INSPECTION, THEY FOUND NOTHING WRONG WITH THE CAR. I ASKED THEM TO EXAMINE THE CAR FURTHER AND A SERVICE TECH. TOOK IT HOME OVER NIGHT IN AN ATTEMPT TO REPLICATE THE PROBLEM AND COULD NOT. AT THIS POINT WE WERE TOLD WE COULD TAKE THE CAR BACK.

Additional Summary:

Date of Incident: 20090311
Toyota ID No.:
NHTSA ODI No.: 10322101
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: MISSION VIEJO, CA

NHTSA Summary:

TL- THE CONTACT OWNS A 2009 TOYOTA RAV 4. THE CONTACT STATED THAT WHEN TURNING AROUND A CORNER, DRIVING APPROXIMATELY 5 MPH, THE POWER OF THE VEHICLE WAS LOST AND THEN THE VEHICLE JERKED FORWARD AND ACCELERATED. THE CONTACT STATED THAT THE VEHICLE SLOWED DOWN, AFTER SHE PUT HER FOOT ON THE BRAKE AND SHE REGAINED CONTROL OF THE VEHICLE. THE VEHICLE WAS TAKEN TO THE DEALER FOR DIAGNOSTIC AND TESTING. THE DEALER COULD NOT DUPLICATE THE PROBLEM. THE DEALER STATED THAT THEY WOULD PUT THE CONTACT ACCELERATION FAILURE INFORMATION INTO THEIR DATABASE, TO SEE IF ANYONE ELSE EXPERIENCES THIS DEFECT. THE CONTACT STATED THAT THE VEHICLE WILL JERK/ACCELERATE FORWARD PERIODICALLY. THE CONTACT STATED THAT THE RECALL FOR THE ACCELERATOR PEDAL WAS REPAIRED BY THE DEALER. THE CONTACT STATED THAT AFTER THE RECALL REPAIRS WERE DONE, THAT THE VEHICLE STILL HAS ACCELERATION FAILURE. THE CONTACT STATES THERE ARE TWO PEOPLE IN THE FAMILY THAT DRIVE THE VEHICLE AND TWO PEOPLE HAVE EXPERIENCED ACCELERATION FAILURE OF THE VEHICLE. THE APPROXIMATE FAILURE MILEAGE WAS 13,285. THE APPROXIMATE CURRENT MILEAGE WAS 14,000. RG

Additional Summary:

Date of Incident: 20090316
Toyota ID No.:
NHTSA ODI No.: 10320545
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: AUGUSTA, GA

NHTSA Summary:

TL- THE CONTACT OWNS A 2009 TOYOTA CAMRY. WHILE THE CONTACT WAS DRIVING 50MPH THE VEHICLE HAD SUDDENLY BEGAN TO

ACCELERATE WITHOUT WARNING, IN ORDER TO STOP THE VEHICLE THE CONTACT WAS ABLE TO USE THE VEHICLES BRAKES.THE VEHICLE WAS TAKEN TO THE DEALERSHIP WHERE THE CONTACT WAS INFORMED THAT THE FLOOR MATS WAS CAUSING THE ACCELERATION, HOWEVER THE CONTACT IS STILL EXPERIENCING THE FAILURES. THERE WERE NO PRIOR WARNINGS AND THE CURRENT AND FAILURE MILEAGES WERE 61000. BML
Additional Summary:

Date of Incident: 20090331
Toyota ID No.:
NHTSA ODI No.: 10320554
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: AUGUSTA, GA

NHTSA Summary:

I OWN A 2009 TOYOTA CAMRY HYBRID PURCHASED NEW 4/3/2008. AT THE END OF MARCH, 2009, I HAD THE FIRST OF FOUR (THUS FAR) ACCELERATOR RUNAWAY EVENTS. I WAS ABLE TO STOP THE CAR BY APPLYING EXTREMELY HARD BRAKE PRESSURE WITH BOTH FEET, TAKING SEVERAL SECONDS TO STOP THE CAR AS IT FISH-TAILED WILDLY ON THE ROAD. A COUPLE OF DAYS LATER, IT HAPPENED AGAIN. MY CAR WAS AT THE DEALERSHIP 4/3/2009. THEY TOLD ME THIS ACCELERATOR RUNAWAY WAS CAUSED BY MY FLOOR MAT CAUSING THE GAS PEDAL TO STICK. I REMOVED THE FLOOR MAT. APPROXIMATELY 6 WEEKS LATER, THE ACCELERATOR RUNAWAY EVENT HAPPENED TWICE MORE. THE FLOOR MAT WAS NOT IN THE CAR. I HAVE CALLED TOYOTA, BEEN TREATED LIKE I WAS DELUSIONAL AND THEN AS THE PUBLIC OUTCRY/PRESS RELEASES BEGAN LATER IN 2009, CONTACTED TOYOTA AGAIN. I FINALLY GOT MY SCHEDULED RECALL (AT MY PERSISTANCE--THE DEALERSHIPS NEVER CALLED ME TO SCHEDULE THIS) THEN AFTER I REQUESTED DETAILS OF THE PLANNED RECALL CHANGES, I FOUND OUT AFTER MY APPOINTMENT THEY SAID MY VEHICLE QUALIFIED ONLY FOR THEM TO CUT DOWN MY GAS PEDAL. NO SHIM ASSEMBLY TO THE GAS PEDAL AND NO SOFTWARE UPDATE AS I WAS TOLD "YOU ALREADY HAVE THE MOST CURRENT SOFTWARE". REALLY?! MY NOW MUTILATED GAS PEDAL ALLOWS MY FOOT TO CONSTANTLY SLIP OFF OF IT WHILE DRIVING AS IT IS SO SMALL. I AM SCARED OF MY VEHICLE AS THERE WAS NEVER A WARNING PRE-ACCELERATOR RUNAWAY & THERE IS NO "FIX" EITHER. NOT THAT I WOULD TRUST TOYOTA AT THIS POINT. I HAVE COPIES OF ALL SERVICE TICKETS, INCLUDING THE 4/3/2009 TICKET WITH MY COMPLAINT OF THE GAS PEDAL STICKING" WRITTEN ON IT. THIS IS AVAILABLE TO YOU AS WELL AS A DETAILED FOUR PAGE LETTER OUTLINING EVERY STEP OF MY EVENTS. I SENT AN EMAIL & REC'D A RESPONSE FROM YOU, TITLED NOTIFICATION OF CASE CHANGE/CASE ESCALATION, CASE NO. 245586. I CALLED IN & SPOKE WITH A REPRESENTATIVE AND HE GAVE ME A CASE

NO. TOO. TELEPHONE CALL CASE #10320545. PLEASE ADVISE MY NEXT STEP. THANK YOU.

Additional Summary:

Date of Incident: 20090522
Toyota ID No.:
NHTSA ODI No.: 10325623
Vehicle Make 2006 TOYOTA AVALON
Location of Incident: ROCHESTER, NY

NHTSA Summary:

TL* THE CONTACT OWNS A 2006 TOYOTA AVALON. THE CONTACT STATED THAT WHILE DRIVING 5 MPH IN REVERSE INTO A PARKING SPACE AT SPEEDS OF LESS THAN 5 MPH, THE VEHICLE ABNORMALLY ACCELERATED FORWARD WITHOUT WARNING AND CRASHED INTO A BRICK WALL. THE VEHICLE SUSTAINED MODERATE FRONT END DAMAGE. THE POLICE ARRIVED AT THE SCENE AND A POLICE REPORT WAS FILED ACCORDINGLY. THE CONTACT CONFIRMED THAT THIS WAS NOT THE FIRST TIME THE VEHICLE ACCELERATED. THE VEHICLE WAS TOWED TO THE DEALER THREE TIMES FOR REPAIRS UNDER NHTSA CAMPAIGN ID NUMBER: 10V017000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL). THE FAILURE MILEAGE WAS 44,000 AND THE CURRENT MILEAGE WAS 46,592.

Additional Summary:

Date of Incident: 20090630
Toyota ID No.:
NHTSA ODI No.: 10315794
Vehicle Make 2009 TOYOTA MATRIX
Location of Incident: EUGENE, OR

NHTSA Summary:

2009 TOYOTA MATRIX SINCE PURCHASE HAS HAD A THROTTLE/BRAKE/TRANSMISSION ANOMALLY THE CAR ACCELERATES SUDDENLY WHEN GOING DOWN A BIG HILL OR WHENEVER I BRAKE APPROACHING A RED LIGHT. ADDITIONAL BRAKE PRESSURE - SO FAR - HAS STOPPED THE CAR..BUT I EXPECT A VEHICLE TO SLOW DOWN NOT ACCELERATE WHEN I USE THE BRAKE PEDAL. THE RECALL FIX HAS BEEN APPLIED - SAME ACTION. I AM CONCERNED I AM DRIVING A VEHICLE THAT MAY SUDDENLY CAUSE A LIFE THREATENING PROBLEM, FOR ME OR SOMEONE IN FRONT OF MY VEHICLE. DEALER SHRUGGED - EXPECTED THE RECALL TO WORK.

Additional Summary:

Date of Incident: 20090701

Toyota ID No.:
NHTSA ODI No.: 10329773
Vehicle Make 2009 TOYOTA MATRIX
Location of Incident: COLUMBUS, GA

NHTSA Summary:

TL- THE CONTACT OWNS A 2009 TOYOTA MATRIX. THE CONTACT STATES THAT THREE WEEKS AFTER THE PURCHASE OF HER NEW VEHICLE IT ACCELERATED WITHOUT DRIVER INTENT AFTER SHE HAD STOPPED AT A STOP SIGN TO MAKE A LEFT HAND TURN. THE VEHICLE CRASHED INTO ANOTHER VEHICLE AND THE OWNER WAS INJURED. A POLICE REPORT WAS TAKEN AND THE VEHICLE WAS TOWED TO A TOYOTA DEALER. THE DEALER INFORMED THE OWNER THAT THEY WOULD "CHECK IT OUT" MECHANICALLY WHILE THEY DID THE BODY WORK. THE VEHICLE HAS SUBSEQUENTLY BEEN INVOLVED IN NHTSA CAMPAIGN ID NUMBER: 10V023000. THE REMEDY HAS BEEN PERFORMED. HOWEVER, THE VEHICLE STILL ACCELERATES WITHOUT DRIVER INTENT. THE OWNER DOES NOT FEEL THE VEHICLE IS SAFE AND WANTS TO TRADE IT IN. TOYOTA HAS STATED THEY CAN OFFER NO ASSISTANCE. THE FAILURE MILEAGE WAS APPROXIMATELY 300 MILES. THE CURRENT MILEAGE IS APPROXIMATELY 4,000. RD

Additional Summary:

Date of Incident: 20090701
Toyota ID No.:
NHTSA ODI No.: 10319572
Vehicle Make 2008 TOYOTA TUNDRA
Location of Incident: WEST LAFAYETTE, IN

NHTSA Summary:

SUMMER 2009, 2008 TOYOTA TUNDRA SUDDENLY ACCELERATED FOR APPROX 3 SECONDS, THEN RESUMED NORMAL DRIVE. CONTACTED TOYOTA AND TOLD IT WAS FLOORMATS. REMOVED FLOORMATS AND LATER RECIEVED FLOORMAT RECALL NOTICE. SEVERAL MONTHS LATER, HAPPENED AGAIN WHILE GOING 10MPH DOWN DRIVEWAY, VEHICLE HAD ACCELARATION BURST ALMOST CAUSING CRASH INTO TREE. CONTACTED TOYOTA, THEY TALKED OF FLOORMATS. WHEN I STATED I HAD REMOVED THEM PREVIOUSLY, TOYOTA STATED IT MUST BE SOMETHING ELSE UNRELATED TO THE VEHICLE. SOON ISSUES CAME OUT ON THE NEWS. I AGAIN CONTACTED TOYOTA, BUT THEY INFORMED ME THAT THE '08 TUNDRA DID NOT HAVE ISSUES. I GAVE UP THE VEHICLE FOR FEAR OF FAMILY GETTING HURT. ONLY AFTER DID I RECIEVE A NOTICE IN THE MAIL STATING 2008 TUNDRAS DID HAVE MECHANICAL ISSUES.

Additional Summary:

Date of Incident: 20090728

Toyota ID No.:
NHTSA ODI No.: 10345973
Vehicle Make 2009 TOYOTA CAMRY HV
Location of Incident: LAKE HAVASU CITY, AZ

NHTSA Summary:
2009 TOYOTA CAMRY ACCELERATION PROBLEM HAPPENED AFTER RECALL FIXES. WAS PULLING INTO PARKING SPACE SLOWLY WHEN ACC. PEDAL DROPPED AND ENGINE ZOOMED. I WAS ABLE TO STOMP HARD ON BRAKES AND NOT HIT THE BUILDING SINCE HYBRID GAS PART OF ENGINE DISENGAGES WHEN THE BRAKE PEDAL IS USED.

Additional Summary:

Date of Incident: 20090819
Toyota ID No.:
NHTSA ODI No.: 10350871
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: DURHAM, NC

NHTSA Summary:
UNINTENDED ACCELERATION AFTER RECALL FIX APPLIED. RECALL REPAIRS MADE ON 2-10-2010. TWO TIMES ON 8-19-2010 THE VEHICLE CONTINUED TO ACCELERATE AFTER RELEASING THE GAS PEDAL AND APPLYING THE BREAK. THE FIRST WAS IN THE MORNING WHILE PULLING INTO A PARKING SPACE. THE VEHICLE WAS STOPPED BY THE CONCRETE BUMPER. THE SECOND WAS IN THE EVENING. AFTER REMOVING THE FOOT FROM THE ACCELERATOR TO APPLY THE BREAK WHILE DRIVING TO SLOW FOR A SPEED BUMP. THE CAR CONTINUED TO ACCELERATE. REPAIRS MADE AT 22,055 MILES, 27,264 CURRENT MILES. 2009 CAMRY LE 4 CYL.

Additional Summary:

Date of Incident: 20090831
Toyota ID No.:
NHTSA ODI No.: 10321866
Vehicle Make 2010 TOYOTA CAMRY
Location of Incident: WEST HARRISON, IN

NHTSA Summary:
SUDDEN ACCELERATION WAS NOTICED ON OCCASIONS BEFORE THE KNOWN RECALL. THE VEHICLE STILL DOES IT IN REVERSE EVEN AFTER TOYOTA DID THE REPAIR (PLACED THE INSERT IN THE GAS PEDAL). THE ACCELERATION IN REVERSE IS FREQUENT. I NO LONGER FEEL THAT MY VEHICLE IS SAFE, BUT IT IS MY SOLE MEANS OF TRANSPORTATION. IMMEDIATELY AFTER THE REPAIR, I BACKED OUT OF MY GARAGE, DRIVEWAY, AND WENT UP MY STREET (HUNDREDS OF YARDS) WITHOUT USING THE GAS PEDAL!

Additional Summary:

Date of Incident: 20090901
Toyota ID No.:
NHTSA ODI No.: 10352830
Vehicle Make 2008 TOYOTA CAMRY
Location of Incident: ROCK CREEK, WV

NHTSA Summary:

TL- THE CONTACT OWNS A 2008 TOYOTA CAMRY. THE VEHICLE SUDDENLY ACCELERATED WHILE DRIVEN UP HILL. THE DRIVER LOST CONTROL THE VEHICLE TURNED OVER. THE ENGINE CAUGHT ON FIRE. THERE WAS NO INJURIES. THE VEHICLE WAS TOWED. THE INSURANCE COMPANY INVESTIGATED THE FAILURE HOWEVER SHE DIDN'T RECEIVED THE INVESTIGATION REPORT. THE CONTACT RECENTLY RECEIVED RECALL 09V388000 VEHICLE SPEED CONTROL: ACCELERATOR PEDAL. THE POLICE REPORT WAS AVAILABLE UPON REQUEST. THE VEHICLE WAS DESTROYED. THE VIN INFORMATION WASN'T AVAILABLE. THE FAILURE AND THE CURRENT MILEAGE WERE 4,019. LI

Additional Summary:

Date of Incident: 20090927
Toyota ID No.:
NHTSA ODI No.: 10316756
Vehicle Make 2010 TOYOTA CAMRY
Location of Incident: LAWRENCEBURG, IN

NHTSA Summary:

TL*THE CONTACT OWNS A 2010 TOYOTA CAMRY HYBRID. THE MANUFACTURER WAS CONTACTED SHORTLY AFTER PURCHASING THE VEHICLE WHEN IT ACCELERATED AND LUNGED FORWARD. THE CONTACT STATED THAT THE DEALER TOLD HER THAT IT WAS PERFECTLY NORMAL FOR HYBRID VEHICLES. THE CONTACT STATED THAT SHE HAD PREVIOUSLY HAD THE RECALL REPAIR DONE FOR THE ACCELERATOR PEDAL; HOWEVER, SHE CONTINUED TO EXPERIENCE THE FAILURE. THE CONTACT HAS DRIVEN HYBRID VEHICLES BEFORE AND THEY DID NOT ACCELERATE. THE FAILURE MILEAGE WAS 15 AND THE CURRENT MILEAGE WAS 4,000.

Additional Summary:

Date of Incident: 20090928
Toyota ID No.:
NHTSA ODI No.: 10322606
Vehicle Make 2005 TOYOTA AVALON
Location of Incident: TALLAHASSE, FL

NHTSA Summary:

TL-THE CONTACT OWNS A 2005 TOYOTA AVALON. THERE IS SUDDEN INCREASE IN SPEED WHEN STOPPING FOR A TRAFFIC LIGHT BUT DURING THE ACCELERATION IT ALWAYS HAPPEN AT LOW SPEED. THIS HAPPENS INTERMITTENTLY BEFORE AND AFTER THE RECALL WAS REPAIRED. THE DEALER AND THE MANUFACTURE WAS CALL AND THEY STATED BECAUSE THE SURGES ARE HAPPENING AT A LOW SPEED IT IS NOT COVERED UNDER THE RECALL. IF HE NEEDS THE VEHICLE REPAIRED AGAIN HE WOULD HAVE TO PAY THE COST OF THE REPAIR. THE FAILURE MILEAGE WAS 4,502...MW

Additional Summary:

Date of Incident: 20091013
Toyota ID No.:
NHTSA ODI No.: 10328501
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: BLOOMFIELD HILLS, MI

NHTSA Summary:

CONSUMER INDICATES PROBLEMS WITH ACCELERATOR IN 2009 TOYOTA CAMRY. *GR THE CONSUMER STATED THE ACCELERATOR PEDAL BECAME STUCK IN THE DEPRESSED POSITION FOR 1-2 SECONDS. THE CONSUMER CONTINUED TO EXPERIENCE SUDDEN ACCELERATION AFTER THE RECALL WAS PERFORMED. *JB

Additional Summary:

Date of Incident: 20091018
Toyota ID No.:
NHTSA ODI No.: 10327534
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: CINCINNATI, OH

NHTSA Summary:

TL*THE CONTACT OWNS A 2009 TOYOTA CAMRY. WHILE DRIVING 25 MPH OVER RAILROAD TRACKS THE VEHICLE ACCELERATED RESULTING IN A CRASH. THE CONTACT DID NOT REPORT ANY INJURIES. THE CONTACT APPLIED THE BRAKES UNTIL THE BRAKE PEDAL TOUCHED THE FLOORBOARD; HOWEVER, THE VEHICLE DID NOT STOP. WHEN THE STEERING WHEEL LOCKED, THE WINDSHIELD WIPERS BEGAN TO FUNCTION. THE VEHICLE WAS TAKEN TO AN AUTHORIZED TOYOTA DEALER TO BE REPAIRED FOR THE BODY DAMAGE BUT IT WAS NOT EXAMINED FOR THE CAUSE OF FAILURE. THE CONTACT STATED THAT A FEW MONTHS LATER THE ACCELERATOR PEDAL RECALL WAS REPAIRED; HOWEVER, AFTER THE REPAIR WAS PERFORMED THE VEHICLE SURGED FORWARD INTERMITTENTLY UNTIL THE BRAKES WERE APPLIED. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER WHERE THE BRAKE SYSTEM WAS REPAIRED. THE FAILURE HAD NOT RECURRED BUT THERE

WAS A ROCKING NOISE IN THE ENGINE. THE VEHICLE WAS TAKEN TO ANOTHER AUTHORIZED DEALER WHO STATED THAT THE MOTOR MOUNT WAS CRACKED; YET, THE VEHICLE HAD NOT BEEN REPAIRED. THE VIN WAS NOT AVAILABLE. THE FAILURE MILEAGE WAS UNKNOWN. THE CURRENT MILEAGE WAS 18,000. 5/10/2010 *CW

Additional Summary:

Date of Incident: 20091105
Toyota ID No.:
NHTSA ODI No.: 10312968
Vehicle Make 2010 TOYOTA CAMRY
Location of Incident: DEERFIELD BEACH, FL

NHTSA Summary:

I PURCHASED A NEW 2010 TOYOTA CAMRY IN OCT-2009 AND I REALIZED AFTER 2-3 WEEKS THAT THERE IS SOMETHING WRONG IN THERE. THE RPM GOES HIGH (AND TRIES TO STAY THERE) WHEN DOWN-SHIFTING EVEN WITHOUT THE LEG IS OFF THE GAS PADDLE. WHILE I UNDERSTAND THAT DOWNSHIFTING MAY INCREASE RPM BUT THEN I FEEL LIKE IT WANTS TO STAY THERE BY MEANS OF SOME UN-INTENDED ACCELERATION. WHEN I REALIZED THAT THERE IS SOMETHING WRONG, I JUST IGNORED THE ISSUE BECAUSE I DID NOT WANT TO TAKE THE CAR TO THE DEALER AND LET THEM MESS IT UP FURTHER. I THOUGHT THIS IS HAPPENING BECAUSE IT IS A NEW CAR. AFTER FEW MILES DRIVEN, THE ISSUE WILL GO AWAY. BUT WHEN I LEARNED ABOUT THE UN-INTENDED ACCELERATION IN JANUARY 2010, I REALIZED THAT THE ISSUE IS MORE SERIOUS AND I SHOULD NOT IGNORE ANY MORE. I WENT TO DEALER BUT AS I EXPECTED, THEY DID NOT TAKE IT SERIOUSLY AND TOLD ME THAT THE CAR RUNS AS PER DESIGN. I WENT FOR THE RECALL TOO BUT IT DID NOT MAKE ANY DIFFERENCE. BEING AN ENGINEER, I MYSELF HAVE ESTABLISHED FEW SIMPLE TEST CASES WHERE ONE CAN PROVE THAT THERE IS DEFINATELY SOMETHING WRONG IN THE CAR. AND IF THE CAR RUNS AS PER DESIGN, THEN THERE IS SOMETHING WRONG IN THE DESIGN ITSELF. I KNEW IN ADVANCE THAT TAKING THE CAR TO THE DEALERSHIP WAS NOT GOING TO WORK. I PURCHASED A NEW VEHICLE SO THAT I CAN KEEP ON DRIVING IT NICELY FOR YEARS TO COME BUT I NEVE EXPECT IT TO BE GOING TO GARAGE FOR SUCH A SERIOUS ISSUE IN LESS THAN 3 MONTHS! I HAVE NOT RECEIVED ANY SATISFACTORY ANSWER/SOLUTION TO MY PROBLEM SO FAR.

Additional Summary:

Date of Incident: 20091110
Toyota ID No.:
NHTSA ODI No.: 10359379
Vehicle Make 2006 TOYOTA TACOMA

Location of Incident: BRADENTON, FL

NHTSA Summary:

2006 TACOMA HAS BEEN IN DEALERSHIP ON 3 DIFFERENT OCCASIONS FOR OUT OF CONTROL SUDDEN ACCELARATION PROBLEMS. THE FIRST EVENT WAS IN 2009, I WAS TAKING A FRIEND HOME AT APPROX. 11 PM WHEN VEHICLE SUDDENLY ACCELARATED ITSELF TO MAXIMUM SPEED AND WE WERE FORTUNATELY ABLE TO AVOID COLLISION AND VEHICLE ROLLOVER AND BRING VEHICLE TO A STOP. THE SECOND EVEN HAPPEND ON LABOR DAY WEEKEND 2010. VEHICLE WAS BACKING A TRAILER ONTO PROPERTY WITH GUIDENCE OF FRIEND AND SUDDEN ACCELARATION OCCURED. MY FRIEND HAD TO JUMP OUT OF HARMS WAY. THE TRUCK SUDDENLY ACCELARATED TWO MORE TIMES ON THIS DAY BACKING THE TRUCK BACK INTO THE DRIVEWAY. TOYOTA DEALERSHIP TOWED THE VEHICLE AWAY. THE VEHICLE HAD BEEN MODIFIED ON TWO RECALLS FOR SUDDEN ACCELARATION BEFORE THE ACCIDENTS ON LABOR DAY WEEKEND. THE VEHICLE WAS KEPT BY TOYOTA FOR 6 WEEKS AND THEY SAID THEY COULD NOT DUPLICATE THE PROBLEM AND SAID NOTHING WAS WRONG WITH IT. I HAVE TO PAY FOR THIS VEHICLE, I DRIVE IT AND I AM SCARED TO DEATH TO DRIVE IT BECAUSE I DON'T KNOW WHEN IT'S GOING TO HAPPEN AGAIN AND POSSIBLY HURT OR EVEN KILL MYSELF OR SOMEBODY ELSE. THIS VEHICLE SHOULD NOT BE ON THE ROAD. I AVOID AND CONTINUE TO AVOID DRIVING WITH ANY PASSENGERS INCLUDING MY WIFE AND SON. I HAVE WRITTEN TESTIMONIES FROM BOTH THE PASSENGER AND THE PERSON I ALMOST RUNNED OVER.

Additional Summary:

Date of Incident: 20091115
Toyota ID No.:
NHTSA ODI No.: 10313982
Vehicle Make 1997 TOYOTA RAV4
Location of Incident: COLUMBUS, GA

NHTSA Summary:

MY 1997 TOYOTA RAV 4 GAS PEDAL WAS STICKING I TOOK IT TO TWO PLACE THEY SUGGESTED THAT IT WAS DANGEROUS TO KEEP DRIVING THE VEHICLE. I TOOK IT TO DEALERSHIP THEY FIXED IT. WAS MY VEHICLE A RECALL.

Additional Summary:

Date of Incident: 20091119
Toyota ID No.: 1003118733
NHTSA ODI No.: 10337010
Vehicle Make 2009 TOYOTA RAV4
Location of Incident: ARLINGTON HEIGHTS, IL
NHTSA Summary:

2009 TOYOTA RAV4. CONSUMER WRITES TO EXPRESS DISCONTENT REGARDING TREATMENT RECEIVED FROM TOYOTA MOTOR SALES, U.S.A. INC. RELATED TO THE DEFECTIVE ACCELERATOR PEDAL PROBLEM *TGW THE CONSUMER STATED HE RECEIVED A SAFETY RECALL AFTER HE HAD AN ACCIDENT WHICH INVOLVED DAMAGES TO HIS VEHICLE AND BACK INJURIES. *JB

Additional Summary:

Date of Incident: 20091130
Toyota ID No.:
NHTSA ODI No.:
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: , NY

NHTSA Summary:

Additional Summary:

Late November 2009 – leaving a Kentucky Fried Chicken in Mt. Vernon New York – accelerates again – jams the brake – missed broadsiding a vehicle – called Toyota – contacts in Jim Lentz’s office – called the closest West Chester Toyota – told about problem – (Dec. 1, 2009) First time a car had been brought in with this problem with a SUA problem – dealership could not find problem – Toyota Factory Rep took vehicle for a ride

Date of Incident: 20091130
Toyota ID No.:
NHTSA ODI No.: 10313674
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: CHICKAMAUGA, GA

NHTSA Summary:

BELOW YOU WILL FIND THE EMAIL THAT I SENT TO TOYOTA ON FEBUARY 7, 2010 AS WELL AS THE RESPONSE I RECEIVED. TO THIS DATE I HAVE NOT RECEIVED ANY OTHER COMMUNICATION FROM TOYOTA. I TRULY BELIEVE THAT ONE OF THESE SAFETY RECALLS LED TO MY CAR ACCIDENT IN NOVEMBER, 2009. MY VEHICLE WAS INCLUDED IN BOTH THE FLOOR MAT AND ACCELERATOR RECALLS. DISCUSSION THREAD CUSTOMER 02/07/2010 09:51 AM I HAD A CAR ACCIDENT 11-30-09 WHICH RESULTED IN THE TOTAL LOSS OF MY 2009 CAMRY LE (4T1BE46K19U345503). DUE TO THE CLOSED HEAD INJURY I RECEIVED, I AM UNABLE TO RECALL THE ACCIDENT. HOWEVER, VIEWING THE ACCIDENT REPORT, IT APPEARS MY VEHICLE WAS TRAVELING MUCH FASTER THAN I TRAVEL ON THIS ROADWAY. IT WAS NOTED THAT MY SIDE AIRBAG DID NOT DEPLOY WHEN MY VEHICLE STRUCK A TREE ON THE DRIVERS SIDE DOOR. DUE TO THE RECALLS, I AM NOW CONCERNED THAT ONE OF THE RECALL ISSUES WAS THE CAUSE OF MY ACCIDENT. MY CAR IS NOW AT A SALVAGE YARD NEAR ATLANTA, GA. AND I FEEL THAT TOYOTA SHOULD

BE CONCERNED ENOUGH TO CHECK MY CAR FOR DEFECTS. I BOUGHT THIS CAR BASED ON YOUR REPUTATION FOR DEPENDABILITY AND SAFETY, AND NOW DUE TO THE RECALLS, I CAN'T IMAGINE BUYING ANOTHER TOYOTA. PERHAPS MY GREATEST CONCERN ARE MEDIA REPORTS THAT TOYOTA HAS BEEN AWARE OF THESE PROBLEMS FOR QUITE SOME TIME AND CHOSE NOT TO NOTIFY OWNERS. I NOW HAVE TO WONDER ABOUT THIS COMPANIES ETHICS. DATE: SUNDAY, FEBRUARY 7, 2010 12:51 PM FROM: ASK TOYOTA <TOYOTA_CARES@TOYOTA.COM> SUBJECT: SAFETY SHORTCOMINGS [INCIDENT: 100207-000212] 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.

Additional Summary:

Date of Incident: 20091207
Toyota ID No.:
NHTSA ODI No.: 10316942
Vehicle Make 2010 TOYOTA CAMRY
Location of Incident: ELK GROVE, CA

NHTSA Summary:

- UNEVEN AND UNEXPECTED SUDDEN ACCELERATION WITHOUT ANY ADDITIONAL PEDAL PRESSURE - HAD SUDDEN ACCELERATION WHILE MAKING A TURN AND VEHICLE WENT OUT OF CONTROL - EXPERIENCED SUDDEN ACCELERATION WHILE CHANGING LANES ON A FREEWAY - EVEN RECEIVED A TRAFFIC TICKET IN DEC 2009 ONCE FOR FAILING TO YIELD WHEN THE VEHICLE DID NOT SLOW DOWN ON PRESSING ON THE BRAKE - SEVERAL TIMES EXPERIENCED DECELERATION WHILE TRYING TO SPEED UP AND CROSS A SIGNAL LIGHT AND OTHER LOCATIONS - MANY TIMES NOTED SLUGGISH PICKUP WHEN STARTING THE CAR AFTER DRIVING A WHILE AND STOPPING AT INTERSECTION OR DUE TO TRAFFIC AND THEN TRYING TO CONTINUE DRIVING - SOMETIMES I CLEARLY HEAR THE ENGINE THROTTLE BEING DISPROPORTIONATE TO THE GAS PEDAL PRESSING AND A SUDDEN THRUST HAPPENING IN THE VEHICLE - ONCE WHILE STARTING FROM AN INTERSECTION, THE FRONT WHEEL OF THE CAR WENT INTO A SPIN FASTER THAN THE REAR WHEEL CAUSING A SLIPPING MOTION AND THIS WAS ON A CLEAR DAY AND GOOD ROAD CONDITION. - VEHICLE LOSES BALANCE OR SHAKES ON THE SLIGHTEST OF WINDS OR WHEN CHANGING LANES. THIS KIND OF PROBLEMS I NEVER EVEN HAD IN MY OLD SMALLER FORD FOCUS 2002 CAR. - THIS VEHICLE IS NOT COVERED BY TOYOTA RECALL FOR THE ACCELERATOR PEDAL ISSUE BUT THESE PROBLEMS EXIST AS THEY DEFINITELY ARE AN

ELECTRONIC CIRCUIT PROBLEM. - THE FLOOR MAT ISSUE OR STICKY PEDAL ISSUE IS NOT MY PROBLEM CLEARLY - TOYOTA SALESMEN KNOWINGLY DID NOT INFORM ME OF THE RECALLS AND FULL EXTENT OF DETAILS OF THE ACCELERATION ISSUE AND AFTER THE SALE WAS CONSUMMATED IN PASSING MENTIONED ME TO KEEP THE FLOOR MAT TIED AN THAT WAS IT.

Additional Summary:

Date of Incident: 20091208
Toyota ID No.:
NHTSA ODI No.: 10314579
Vehicle Make 2010 TOYOTA CAMRY
Location of Incident: APPLE VALLEY, CA

NHTSA Summary:

VEHICLE PURCHASE NOV 2009. 2010 TOYOTA LE CAMRY. NOTICED WITHIN FIRST 200 MILES THAT VEHICLE EXCELLERATED AND DOWN SHIFTED DURNING TURNS. VOICED COMPLIANT. NO ACTION. RECALL ANNOUNCED, TOLD HAD TO WAIT FOR LETTER FOR REPAIR. BROUGHT VEHICLE BACK SAME PROBLEM. THEN FIXED. VEHICLE AT 1700 MILES DRIVING LIKE STICK SHIFT CAR JUMPS AS CHANGING GEARS. MAY JUMP AS BREAKING CAUSUNG AN INCOMPLETE TIMELY STOP. CURRENTLY AT 2200 MILES DRIVING ROUGH ON ROAD AND SHIFTING SELF AS DRIVING SO POWER WILL IMMEDIATELY INCREASE THEN DECREASE. SCARED TO DRIVE NEW VEHICLE. DEALERSHIP TREATING ME AS CRAZY AND THAT SHOULD WAIT FOR ADDITIONAL RECALLS BEFORE BRINGING VEHICLE IN. THIS HAS ALL TAKEN PLACE BEFORE INITIAL PAYMENT WAS EVEN MADE. VERY DISAPPOINTED IN QUAILITY.

Additional Summary:

Date of Incident: 20091215
Toyota ID No.:
NHTSA ODI No.: 10325090
Vehicle Make 2006 TOYOTA TACOMA
Location of Incident: VANCLEAVE, MS

NHTSA Summary:

TL*THE CONTACT OWNS A 2006 TOYOTA TACOMA. WHILE THE CONTACT WAS DRIVING APPROXIMATELY 2 MPH IN REVERSE THE VEHICLE SURGED RESULTING IN A CRASH. THE POLICE APPEARED ON THE SCENE AND THERE WERE NO INJURIES REPORTED. PRIOR TO THE FAILURE THE VEHICLE HAD BEEN TAKEN TO AN AUTHORIZED DEALER FOR ROUTINE MAINTENANCE. THE DEALER STATED THAT THE FLOOR MATS WERE EXCHANGED AND THE VEHICLE WAS SAFE TO DRIVE. THE VEHICLE HAD NOT BEEN REPAIRED WHEN THE COMPLAINT WAS FILED. THE VIN WAS NOT AVAILABLE. THE FAILURE AND CURRENT MILEAGES WERE 70,000.

Additional Summary:

Date of Incident: 20091224
Toyota ID No.:
NHTSA ODI No.: 10316400
Vehicle Make 2010 TOYOTA CAMRY
Location of Incident: HERMITAGE, TN

NHTSA Summary:

THE DAY AFTER PURCHASING MY 2010 CAMRY, THE CAR SEEMED TO RIDE FUNNY. I FELT UNEASY BUT INITIALLY THOUGHT IT MAY BE THAT IT WAS MY FIRST COMPLETELY NEW CAR. THIS WENT ON FOR THE NEXT FEW WEEKS, I.E. THE CAR SEEMING TO JERK OR HEAVE, REGARDLESS OF THE SPEED. I WAS WORRIED THAT THERE WAS SOMETHING WRONG WITH THE ENGINE AND THEN THE LIGHTS ON THE AIRCONDITION/HEATING BOARD STOPPED WORKING SO I THOUGHT IT WAS AN ELECTRICAL PROBLEM INSTEAD. I TOOK IT IN. THE MECHANIC EXPLAINED EVERYTHING AWAY, EXPLAINED THE 'ELECTRICAL PROBLEM', AND STATED THAT THE HEAVING FEELING I WAS SENSING WAS THAT THE CAR WAS COMPUTERIZED AND THAT IT TOOK TIME FOR THE ACCELERATOR TO CATCH UP WITH THE SIGNAL THE COMPUTER WAS GIVING IT, OR SOMETHING LIKE THAT. HE RAN AN ENGINE CHECK AND EVERYTHING WAS FINE. ON MY SERVICE SHEET HE SIMPLY STATED THAT I HAD COMPLAINED ABOUT THE ACCELERATOR HESITATING (WHICH I DID NOT), BUT DID NOT DOCUMENT THAT I BROUGHT THE CAR IN COMPLAINING THAT IT HAD ELECTRICAL PROBLEMS. A WEEK LATER THERE WAS THE RECALL. WHEN I LATER CALLED ABOUT THE RECALL AND CONTINUED TO COMPLAIN ABOUT THE ACCELERATOR PROBLEM, THE SERVICEMAN (A DIFFERENT ONE) TOLD ME THAT I WOULD FEEL NO CHANGE IN THE WAY THE WAY THE CAR DROVE SO HE WOULD HAVE SOMEONE RIDE WITH ME TO TRY TO FIGURE OUT WHAT I WAS TALKING ABOUT. THE DAY BEFORE TAKING THE CAR IN FOR THE FIX, THE CAR SLIGHTLY ACCELERATED WHEN I WAS TRYING TO COME TO A STOP. AFTER THE FIX, A TOYOTA REPRESENTATIVE RODE WITH ME (I LET HIM DRIVE), BUT THE CAR DID APPEAR TO RIDE BETTER AFTER THE FIX. THE CAR DOES STILL FEEL BETTER THAN WHEN I FIRST BOUGHT IT BUT SEEMS TO BE GRADUALLY GETTING WORSE SINCE THE FIX, E.G. THE CAR OCCASIONALLY SLIGHTLY ACCELERATES WHEN I AM COMING TO A STOP.

Additional Summary:

Date of Incident: 20091230
Toyota ID No.:
NHTSA ODI No.: 10304867
Vehicle Make 2009 TOYOTA COROLLA
Location of Incident: NEW HOLLAND, PA

NHTSA Summary:

2009 TOYOTA COROLLA WITH IDLE CONTROL ISSUES INCLUDING SLOW TO RETURN TO IDLE ON OCCASION. VEHICLE HAS HAD BRAKE VACUUM RECALL COMPLETED AND JUST TODAY THE GAS PEDAL REPAIR. PROBLEM STILL EXISTS. I FEEL IT IS UP IN THE FUEL CONTROL SYSTEMS AND HAVE TOLD THE DEALER THIS EACH TIME STARTING BACK ON 12/30/09. TOYOTA CORPORATE HAS GIVEN ME A CASE NUMBER BUT THE PERSON HANDLING THE CASE HAS NEVER CALLED AND IS NEVER AVAILABLE. COLD ENGINE ALWAYS HAS HIGH IDLE UP UNTIL FULL OPERATING TEMPERATURE. IT FLUCTUATES FREQUENTLY. ONCE FULL OPERATING TEMPERATURE IS REACHED IT THEN GOES TO A NORMAL IDLE BUT THEN FREQUENTLY STUMBLES AND DROPS BY 200 RPM. ON A FEW TIMES DURING EACH DRIVE OF 45 MINUTES OR MORE IT IS NOTICEABLE THAT THE RPMS ARE SLOW TO RETURN TO IDLE AND VEHICLE KEEPS SPEED WITHOUT TOUCHING THE GAS. *TR

Additional Summary:

Date of Incident: 20100101
Toyota ID No.:
NHTSA ODI No.: 10318093
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: VILLA PARK, CA

NHTSA Summary:

TL- THE CONTACT OWNS A 2009 TOYOTA CAMRY HYBRID WITH AN AUTOMATIC START PRESS-BUTTON. WHILE TRAVELING AT SPEEDS OF APPROXIMATELY 60 MPH THE VEHICLE ABNORMALLY ACCELERATED TO SPEEDS OF 80 MPH WITHOUT WARNING OR DRIVER INTENT. HE THEN ATTEMPTED TO ABRUPTLY DEPRESS THE BRAKES WITH EXTREME FORCE, HOWEVER THE VEHICLE WOULD NOT DECREASE IN SPEED. HE THEN WAS ABLE TO MOVE THE VEHICLE INTO A SEPARATE LANE TO AVOID COLLIDING WITH ANOTHER VEHICLE. THE VEHICLE MAINTAINED 80 MPH AND THE CONTACT CONTINUED TO USE EXTREME FORCE ON THE BRAKES UNTIL THE VEHICLE SLOWLY BEGAN TO DECREASE IN SPEED. HE WAS ABLE TO MANEUVER THE VEHICLE INTO THE PULL-OFF LANE. THE VEHICLE HAD STALLED SOMETIME DURING THE ACCELERATION AND UPON SEVERAL ATTEMPTS, HE WAS ABLE TO RESTART THE ENGINE. THE DEALER WAS CONTACTED AND ADVISED THERE WAS NOTHING WRONG WITH THE VEHICLE AND THE ACCELERATION HE EXPERIENCED WAS NORMAL FOR A HYBRID VEHICLE. LATER, HE RECEIVED A RECALL LETTER PERTAINING TO HIS FLOOR MATS AND UNINTENDED ACCELERATION (SEE NHTSA CAMPAIGN ID NUMBER: 09V388000: COMPONENT: VEHICLE SPEED CONTROL:ACCELERATOR PEDAL), HOWEVER ONCE THE REPAIRS WERE MADE, THE CONTACT EXPERIENCED TWO ADDITIONAL UNINTENDED ACCELERATION INCIDENTS. THE FAILURE AND CURRENT MILEAGES WERE UNDER 8,400. *KMJ

Additional Summary:

Date of Incident: 20100101
Toyota ID No.:
NHTSA ODI No.: 10318917
Vehicle Make 2010 TOYOTA CAMRY
Location of Incident: BUFFALO, MN

NHTSA Summary:

TL* THE CONTACT OWNS A 2010 TOYOTA CAMRY. HE RECEIVED A RECALL LETTER AND TOOK THE VEHICLE IN FOR RECALL REPAIRS (NHTSA CAMPAIGN ID NUMBER: 09V388000, VEHICLE SPEED CONTROL: ACCELERATOR PEDAL). AFTERWARD, WHILE TRAVELING AT SPEEDS OF 55 MPH THE VEHICLE BEGAN TO MAKE A LOUD REVING NOISE AND WOULD START TO JERK. THE VEHICLE WAS TAKEN BACK TO THE DEALER WHERE THEY MADE UNKNOWN REPAIRS. WITHIN 24 HOURS, THE VEHICLE CONTINUED TO EXHIBIT THE EXACT SAME FAILURE. THE DEALER WAS CONTACTED WHERE THEY REFUSED ADDITIONAL REPAIRS TO THE VEHICLE. THE FAILURE MILEAGE WAS 1,000 AND THE CURRENT WAS 5,000.

Additional Summary:

Date of Incident: 20100106
Toyota ID No.:
NHTSA ODI No.: 10313535
Vehicle Make 2007 LEXUS ES350
Location of Incident: TAYLOR RIDGE, IL

NHTSA Summary:

I BOUGHT A 2007 LEXUS E350 LAST OCTOBER. IT WAS PURCHASED FROM LUJACK LEXUS IN DAVENPORT AS A CERTIFIED VEHICLE WARRANTIED TO 100,000 MILES. THE CAR HAD ONLY 35000 MILES ON IT AT TIME OF PURCHASE. SOME TIME IN NOVEMBER, MY HUSBAND AND I WERE SITTING AT A RED LIGHT. WE WERE THE FIRST CAR AT THE LIGHT AND WHEN IT CHANGED TO GREEN WE TOOK OFF AT A NORMAL SPEED. HOWEVER, MY CAR DECIDED IT WANTED TO GO FASTER THEN THE SPEED LIMIT. I PUMPED THE ACCELERATOR TO GET IT TO SLOW DOWN AND THAT WORKED THE FIRST TIME. I JUST BRUSHED THAT OFF AS A FLUKE NOT KNOWING TOYOTA VEHICLES WERE HAVING THIS PROBLEM. THE SECOND TIME IT HAPPENED, WAS DURING THE FIRST WEEK OF JANUARY WHEN MY GRANDDAUGHTER WAS OFF SCHOOL. I WAS GOING APPROX 10 MPH DOWN AN ALLEY WHERE I PARK MY CAR AT WORK. THE ALLEY WAS ICEY. I WAS BRAKING TO TURN A CORNER TO PARK MY CAR AND THE CAR JUST TOOK OFF ON ME. I HAD MY FOOT ON THE BREAK BUT THE TIRES WERE GOING 80 MPH AND I WAS HEADING FOR A BRICK WALL. MY DAUGHTER THOUGHT QUICK ENOUGH TO THROW MY CAR IN NUTRUAL AND I PUSHED THE OFF BUTTON ON MY CAR. MY CAR RACED DOWN THE ALLEY FOR

ABOUT 100 YDS BEFORE I WAS ABLE TO STOP IT. I CALLED THE LEXUS DEALER AND THEY SAID TO TAKE MY FLOOR MATS OUT. I SAID I DID NOT HAVE THEM IN BECAUSE I RECEIVED THE RECALL. BESIDES I DIDNT EVEN HAVE MY FOOT ON THE EXCELLERATOR WHEN THIS OCCURRED. THEY SAID THEY WOULD CALL ME BACK. THEY CALLED WITHIN AN HOUR (ON A FRIDAY) AND ASKED ME TO BRING IT IN FIRST THING MONDAY. THEY TRIED TO TELL ME IT WAS THE ACCELERATOR GETTING STUCK ON THE MATS. I SAID IT WAS A COMPUTER PROBLEM NOT A MECHANICAL. THEY SAID IT COULDNT BE BUT THAT THEY COULD PUT A COMPUTER CHIP IN THAT WOULD SHUT THE GAS OFF ENOUGH IF IT STARTED TO EXCELLERATE LIKE THAT AGAIN. I INSISTED THAT THEY DO SOMETHING OR I WANTED MY MONEY BACK ON THE CAR. HE TRIED TO TALK ME OUT OF IT BUT I TOLD HIM WELL WHEN I END UP DEAD ON THE ROAD FROM THIS ISSUE, IS THAT WHEN YOU ARE GOING TO TAKE CARE OF THIS PROBLEM? IT SEEMS TO BE FIXED NOW.

Additional Summary:

Date of Incident: 20100107
Toyota ID No.:
NHTSA ODI No.: 10317003
Vehicle Make 2010 TOYOTA CAMRY
Location of Incident: WELLESLEY, MA

NHTSA Summary:

TL* THE CONTACT OWNS A 2010 TOYOTA CAMRY SLE. THE CONTACT STATES HE JUST PURCHASED THE VEHICLE JANUARY 7TH, 2010. HE IS HAVING PROBLEMS WITH UNINTENDED ACCELERATION. HIS VEHICLE WAS HAVING THE ACCELERATION PROBLEM BEFORE THE RECALL. THE CONTACT STATED THAT THE DEALER PERFORMED THE RECALL REPAIR ON HIS VEHICLE BUT HE IS STILL HAVING PROBLEMS. HIS NAVIGATION IS ALSO NOT OPERATING PROPERLY. THE FAILURE MILEAGE WAS 50. THE CURRENT MILEAGE WAS 800.

Additional Summary:

Date of Incident: 20100108
Toyota ID No.:
NHTSA ODI No.: 10308467
Vehicle Make 2010 TOYOTA COROLLA
Location of Incident: FREEPORT, NY

NHTSA Summary:

ON 2/8/10 TOYOTA PERFORMED A RECALL REPAIR OF THE GAS PEDAL ON MY 2010 TOYOTA COROLLA. AFTER THE REPAIR WAS FINISHED, I NOTICED THAT THE ENGINE IDLE SPEED WAS HIGHER AND THE VEHICLE TOOK LONGER TO STOP WHEN THE BRAKES ARE APPLIED.

Additional Summary:

Date of Incident: 20100112
Toyota ID No.:
NHTSA ODI No.: 10313992
Vehicle Make 2007 LEXUS IS350
Location of Incident: CHATTANOOGA, TN

NHTSA Summary:

APPROXIMATELY 1ST WEEK OF JANUARY, 2010, AUTO DEMONSTRATED SEVERAL PERIODS OF IDLING ROUGH WHILE STOPPED AT TRAFFIC LIGHTS OR STOP SIGNS. BEGINNING OF 2ND WEEK OF JANUARY, 2010, I WAS DRIVING MY AUTO ON A COLD, DRY DAY AND STOPPED AT STOP SIGN AND STOPPED AT TRAFFIC LIGHT AND AUTO DEMONSTRATED 2 EPISODES OF UNINTENDED EXCESSIVE ACCELERATION LASTING APPROXIMATELY 1-3 SECONDS, THEN IMMEDIATELY DEMONSTRATED APPROXIMATELY 30 SECONDS OF UNINTENDED UNDERACCELERATION, AND THEN RESUMED NORMAL ACCELERATION FOR 5-6 MILES. THE FIRST EPISODE OF PREVIOUS DESCRIBED ACCELERATION ISSUES, OCCURRED AFTER I HAD LEFT MY GARAGE AND DROVE FOR 1 MILE. THE SECOND EPISODE OF PREVIOUS DESCRIBED ACCELERATION ISSUES OCCURRED AFTER I HAD DRIVEN THE AUTO FOR APPROXIMATELY 5-6 MILES. ON 01/13/2010, I TOOK AUTO TO DEALER, FOR ROUTINE SERVICE AND ASKED THEM TO CHECK ACCELERATION ISSUES THAT HAD RECENTLY OCCURRED. SERVICE TECH NO CODES PENDING, CURRENT OR IN HISTORY. SALES MANAGER SAID THESE ISSUES COULD HAVE BEEN CAUSED BY MY AUTO BEING PARKED IN WARM GARAGE AND THEN DRIVING IN COLD WEATHER. NOTE THAT MY AUTO 2007 LEXUS IS 350 WAS ON RECALL LIST AND THERE WAS NO DRIVER FLOOR MAT IN MY AUTO AT TIME OF DESCRIBED ACCELERATION ISSUES. LEXUS HAD ADVISED ME BY LETTER TO REMOVE DRIVER SIDE FLOOR MAT. ON 2/23/2010, I EXPERIENCED IDENTICAL ACCELERATION ISSUE AS DESCRIBED PREVIOUSLY. THE WEATHER WAS WARMER THAN DAY OF PREVIOUS EPISODE AND ROADS WERE DRY. I LEFT MY GARAGE AND DROVE 5-6 MILES AND STOPPED AT STOP SIGN. IN THE DIRECTION I WAS GOING THE ROAD WAS SLOPPING SLIGHTLY DOWNHILL AT STOP SIGN SO I APPLIED SLIGHT PRESSURE TO ACCELERATOR WHEN PROCEEDING THROUGH STOP SIGN INTERSECTION. MY AUTO DEMONSTRATED THE SAME SEQUENCE AS PREVIOUSLY DESCRIBED ACCELERATION ISSUES. I DID NOT HAVE DRIVER SIDE FLOOR MAT. I TOOK AUTO TO DEALER SERVICE. TECH FOUND NO PROBLEMS. DEALER OPENED TAS CASE 100540139 & ADVISED FTS. I CALLED LEXUS CUSTOMER SERVICE AND WAS TOLD SOMEONE WOULD CALL ME.

Additional Summary:

Date of Incident: 20100114

Toyota ID No.:
NHTSA ODI No.: 10312557
Vehicle Make 2009 TOYOTA MATRIX
Location of Incident: BRANDON, MS

NHTSA Summary:
2009 TOYOTA MATRIX. VEHICLE SURGES FORWARD WHEN SHIFTING FROM PARK TO DRIVE, ALSO WHEN SHFTING INTO REVERSE. IT HAPPENS SPORADICALLY. HERRIN-GEAR TOYOTA, JACKSON MS SAYS THIS IS A DIFFERENT ISSUE FROM THE STICKING GAS PEDAL, THIS WAS APPROX ONE MONTH AGO. THEY HAVE FINISHED RECALL WORK FOR STICKING PEDAL BUT HAVE NOT ADDRESSED THE SURGING PROBLEM

Additional Summary:

Date of Incident: 20100115
Toyota ID No.:
NHTSA ODI No.: 10345388
Vehicle Make 2010 TOYOTA COROLLA
Location of Incident: MAIMI, FL

NHTSA Summary:
TL* THE CONTACT OWNS A 2010 TOYOTA COROLLA. THE CONTACT STATED THAT THE RECALL TO REPAIR THE ACCELERATOR PEDAL UNDER RECALL 10V023000 WAS PERFORMED ON THE VEHICLE ON JANUARY 15, 2010 AND FEBRUARY 15, 2010. NEITHER OF THE REPAIRS WORKED AND THE VEHICLE IS STILL ACCELERATES. THE CONTACT STATED THAT EVERY TIME THEY DRIVE THE VEHICLE NOW, THE VEHICLE ACCELERATES ON IT ON. THE FAILURE MILEAGE WAS 15 AND THE CURRENT MILEAGE WAS 3000.

Additional Summary:

Date of Incident: 20100120
Toyota ID No.:
NHTSA ODI No.: 10318461
Vehicle Make 2010 TOYOTA CAMRY
Location of Incident: MORENO VALLEY, CA

NHTSA Summary:
TL-THE CONTACT OWNS A 2010 TOYOTA CAMRY. THE CONTACT STATED THAT HER VEHICLE ACCELERATED WITHOUT WARNING AND SHE WOULD HAVE DIFFICULTY KEEPING THE VEHICLE UNDER CONTROL. THE ISSUE OCCURRED ON THREE DIFFERENT OCCASIONS. AFTER THE FIRST TWO FAILURE, SHE TOOK THE VEHICLE TO THE DEALERSHIP AND WAS TOLD THAT THE FLOOR MAT WAS THE CAUSE. LATER, SHE TOOK THE VEHICLE BACK TO THE DEALERSHIP FOR RECALL 10V017000 AND THE REPAIR WAS PERFORMED. HOWEVER, SHE STILL NOTICED SUDDEN ACCELERATION. SHE HAD TO PRESS HARD ON THE BRAKE PEDAL TO STOP THE VEHICLE.

SHE HAD NOT SPOKEN WITH THE MANUFACTURER TO-DATE. THE VEHICLE HAD NOT BEEN REPAIRED AGAIN AT THE TIME OF THE COMPLAINT. THE CURRENT MILEAGE WAS APPROXIMATELY 4,700. THE FAILURE MILEAGE WAS APPROXIMATELY 700-BK

Additional Summary:

Date of Incident: 20100121
Toyota ID No.:
NHTSA ODI No.: 10321530
Vehicle Make 2009 TOYOTA COROLLA
Location of Incident: HOGANSFIELD, GA

NHTSA Summary:

TL- THE CONTACT OWNS A 2009 TOYOTA COROLLA. WHILE DRIVING THE VEHICLE THE ACCELERATOR PEDAL STUCK AND THE DRIVER COULD NOT STOP. THE VEHICLE WAS THEN PLACED IN NEUTRAL WHICH ALLOWED IT TO STOP. THE SPEED BEFORE THE FAILURE WAS APPROXIMATELY 65 MPH. THE FAILURE HAS OCCURRED 3 TIMES. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER WHERE A REINFORCEMENT BAR WAS INSTALLED AFTER THE FIRST FAILURE. NO REPAIRS WERE MADE AFTER THE TWO OTHER FAILURES . THE FAILURE MILEAGE WAS 35371. THE CURRENT MILEAGE WAS 38372.-TS

Additional Summary:

Date of Incident: 20100122
Toyota ID No.:
NHTSA ODI No.: 10321713
Vehicle Make 2009 TOYOTA COROLLA
Location of Incident: HOGENSVILLE, GA

NHTSA Summary:

TL-THE CONTACT OWNS A 2009 TOYOTA COROLLA. THE VEHICLE ACCELERATOR PEDAL STICKS AS HE WAS DRIVING AT 50 TO 60MPH AND SLOWING DOWN. INSTEAD OF SLOWING DOWN THE VEHICLE WOULD PICK UP SPEED. THE VEHICLE WAS TAKEN IN TO BE REPAIRED BECAUSE OF THE RECALL ON THE ACCELERATOR PEDAL. AFTER THE REPAIR THE VEHICLE CONTINUE TO ACCELERATE TWICE AFTER THE REPAIR. THE VEHICLE WAS TAKEN BACK TO THE DEALER AND THEY CANNOT DUPLICATE THE FAILURE. THE VEHICLE WAS LEFT AT THE DEALER FOR OVER THREE WEEKS AND THEY ARE NOT WILLING TO RETRIEVE IT BACK BECAUSE THEY ARE SCARED TO DRIVE IT. THE HAVE ALSO CONTACTED THE TOYOTA MANUFACTURE TO PURCHASE THE VEHICLE BACK BUT THEY REFUSED. VIN IS UNKNOWN. THE FAILURE MILEAGE WAS 37,000...MW

Additional Summary:

Date of Incident: 20100125
Toyota ID No.:
NHTSA ODI No.: 10318445
Vehicle Make 2009 TOYOTA COROLLA
Location of Incident: DELPHI, IN

NHTSA Summary:

TL*THE CONTACT OWNS A 2009 TOYOTA COROLLA. WHILE THE VEHICLE WAS AT A STOP WITH THE BRAKES APPLIED, THE CONTACT NOTICED THAT THE BRAKES HAD BEGUN TO LOOSE BRAKING POWER AND THE RPM'S HAD RISEN TO 7000. THE VEHICLE WAS TAKEN TO THE DEALERSHIP WHERE THE CONTACT HAD NHTSA RECALL# 10V023000 VEHICLE SPEED CONTROL: ACCELERATOR PEDAL PERFORMED ON THE VEHICLE. EIGHT DAYS AFTER HAVING THE RECALL PERFORMED, THE CONTACT WAS DRIVING 20MPH AND THE VEHICLE HAD SUDDENLY ACCELERATED WITHOUT WARNING. IN ORDER TO STOP THE ACCELERATION THE CONTACT HAD TO SHIFT THE VEHICLE INTO NEUTRAL. THE VEHICLE WAS TAKEN BACK TO THE DEALERSHIP WHERE THE CONTACT WAS INFORMED THAT THE FAILURE COULD NOT BE REPRODUCED. THE CURRENT AND FAILURE MILEAGES WERE 25000.

Additional Summary:

Date of Incident: 20100127
Toyota ID No.:
NHTSA ODI No.: 10318241
Vehicle Make 2010 TOYOTA RAV4
Location of Incident: LAKE FOREST, CA

NHTSA Summary:

MY RAV4 WAS PART OF THE RECALL. ONE, I BOUGHT MY CAR ON 1/22/10. I HEARD TOYOTA FILED THEIR CLAIM ON 1/21/10. THE RECALL WAS ANNOUNCED ON 1/26/10. I FEEL THE DEALERS MOST HAVE KNOWN WHAT WAS HAPPENING AND SOLD ME MY CAR ANYWAY. ON THE TOYOTA WEBSITE IT STATED IF YOU BOUGHT YOUR CAR WITHIN 5 DAYS OF THE RECALL THE DEALER WOULD TAKE IT BACK. WHEN I CALLED THE DEALER THEY SAID THEY NEVER HEARD ANYTHING LIKE THAT AND REDIRECTED MY CALL TO THEIR SERVICE DEPARTMENT, WHO TOLD ME THERE WASN'T A FIX YET AND I WAS TO WAIT TO BE NOTIFIED. I WANTED INFORMATION ON THE GENERAL MANAGER OR DISTRICT MANAGER AND WAS TOLD I COULD FIND IT ON THE WEBSITE. FROM THERE I DIDN'T KNOW WHO TO TALK TO. I HAVE BEEN SICK TO MY STOMACH EVER SINCE. TWO, I NEVER RECEIVED ANY INFORMATION ABOUT THE RECALL. I HAD TO CALL THE TOYOTA HOTLINE AND THEY ALSO SAID TO WAIT FOR NOTIFICATION. THREE, NEVER RECEIVING A POSTCARD, I FINALLY CALLED A DEALER AND ARRANGED FOR MY CAR TO BE FIXED. I WAS EXPERIENCING RANDOM ACCELERATION WHEN THE CAR WAS HOT AND COLD. FOUR, AFTER THE FIX THE CAR CONTINUES TO DO THIS. IT WILL

ACCELERATE RAPIDLY, DECELERATE AND THEN RUN SMOOTHLY AGAIN. IT DOES THIS RANDOMLY. IT IS QUITE NERVE RACKING WHEN THIS HAPPENS. I DON'T KNOW WHAT TO DO. I HAVE A YOUNG SON WHICH I TRANSPORT ON A DAILY BASES. I AM SCARED TO DEATH TO DRIVE A CAR I WAITED 12 YEARS TO BUY.

Additional Summary:

Date of Incident: 20100127
Toyota ID No.:
NHTSA ODI No.: 10326631
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: NEW DURHAM, NH

NHTSA Summary:

ON 1/27/10,MY HUSBAND WAS DRIVING THE CAR. HE SLOWED DOWN BECAUSE THE ROAD WAS ROUGH & HAD CURVES AHEAD. WHEN HE TOOK THE FOOT OFF THE GAS PEDAL WE ACCELERATED FORWARD INSTEAD OF SLOWING DOWN. NO ONE WAS INJURED JUST SURPRISED. IT WENT TO THE DEALERSHIP THAT WEEK FOR TESTING. THE RECALL WAS DONE 2/15/10. ON 2/18/10 THE CAR ACCELERATED AGAIN. THIS TIME I WAS DRIVING THE CAR. I WAS GOING TOWARDS A 4 WAY INTERSECTION, I LET OFF THE GAS THINKING IT WAS GOING TO SLOW DOWN, INSTEAD IT WENT FASTER. THE RECALL DID NOT FIX THE PROBLEM. THE CAR WENT BACK TO THE DEALERSHIP BUT NOTHING WAS FOUND WRONG. IT MEET ALL OF TOYOTA'S TESTING. THE PROBLEM IS STILL THERE, THEY DID NOT KNOW HOW TO FIX IT.

Additional Summary:

Date of Incident: 20100127
Toyota ID No.:
NHTSA ODI No.: 10315197
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: RANDOLPH, MA

NHTSA Summary:

TL*THE CONTACT OWNS A 2009 TOYOTA CAMRY. THE CONTACT STATED THAT AFTER HAVING THE GAS PEDAL REPAIRED IT NOW HAS A 3/4 OF AN INCH OF PLAY IN THE PEDAL. THE CONTACT STATED THAT SHE IS REQUIRED TO KEEP HER FOOT ELEVATED WHILE DRIVING. THE CONTACT ALSO STATED THAT THEY WERE NOT EXPERIENCING THE FAILURE PRIOR TO THE CORRECTION BEING MADE; HOWEVER, THE VEHICLE HAS RECENTLY EXPERIENCED A SUDDEN ACCELERATION. THE FAILURE MILEAGE WAS 30,000. THE CURRENT MILEAGE WAS 30,610.

Additional Summary:

Date of Incident: 20100200
Toyota ID No.:
NHTSA ODI No.:
Vehicle Make 2009 PONTIAC VIBE
Location of Incident: ALGONQUIN, IL
NHTSA Summary:
Additional Summary:

Date of Incident: 20100200
Toyota ID No.:
NHTSA ODI No.:
Vehicle Make 2010 TOYOTA RAV4
Location of Incident: PHOENIX, AZ
NHTSA Summary:
Additional Summary:
PER NEWS ARTICLE IN AZCENTRAL.COM -

"Most Toyota customers affected by the recall are anxiously awaiting their notices so they can take their cars into a dealer for the repair. They are understandably nervous that their cars could malfunction while they wait. Well, we found a viewer with a sudden acceleration problem, but she says it occurred AFTER the repair was complete!

"I am terrified to drive this car. This car I believe is not fixed."

Irene Simonetti bought her 2010 RAV4 last December. In January, she got a notice from Toyota that her car was part of the sticking gas pedal recall.

"We had that car taken in for the recall in February. They put an accelerator plate in it and that was supposed to take care of any future problems with the gas pedal."

That accelerator plate costs about 25-cents. Irene says the car ran perfectly before the plate was installed, but days afterward she says her RAV4 suddenly accelerated near I-17 and the Carefree Highway.

"Knowing at that hour how much traffic there is I was frightened if there were any cars in front of me then I was going to smash into them. Fortunately there was not."

Bell Road Toyota brought in a tech from Toyota corporate to inspect the car. What was the tech's conclusion?

"Nothing was wrong with the car. All tests were done, and it possibly could have been the floor mat."

The Toyota corporate rep claimed, according to Irene, that her thin, very flexible, driver's-side rubber mat could have rolled up and stuck against the gas pedal.

"The floor mat was not rolled up. I believe there was still a problem with that car. I don't believe whatever they did fixed it."

Irene describes her RAV4 as a 2000 pound weapon. She's still driving it, but is afraid every time she does.

"I want Toyota to give us a loaner, to take this car back, and not to have me behind the wheel of this car, because my instincts are telling me that this is going to happen again."

Irene wants Toyota to consider that the sticking gas pedal fix may not work and look into other possible causes for the problem.

But she doesn't have to worry anymore. We assisted Irene as she worked with the dealer where she bought the RAV4, Camelback Toyota, on getting a new car. In the end, Camelback Subaru and Camelback Toyota agreed on a straight trade-out.

Irene turned in her RAV4 and is now the proud owner of a brand new Subaru forester with no additional money out of her pocket.

We want to thank both Camelback Toyota and Camelback Subaru for stepping up and providing great service to their customer and our viewer."

Date of Incident: 20100203
Toyota ID No.:
NHTSA ODI No.: 10324090
Vehicle Make 2007 TOYOTA CAMRY
Location of Incident: SLIDELL, LA

NHTSA Summary:

WHILE DRIVING MY CAR TO WORK IT WOULD ACCELERATE. MY CAR HAD TWO RECALLS. THE DEALERSHIP HAD MY CAR DURING MOST OF THE MONTH OF FEBRUARY. THEY CALLED ME AND INDICATED THE CAR WAS REPAIRED. DROVE CAR TO WORK AND CAR ACCELERATED AGAIN. TOOK CAR BACK TO DEALERSHIP AND THEY PUT IN A NEW DRIVE SHAFT. AT THAT POINT I WAS TOO SCARED TO GET BACK IN CAR. I HAD NO CONFIDENCE THAT THE PROBLEM WAS FIXED AND I DON'T REALLY THINK THEY KNEW WHAT WAS WRONG WITH THE CAR AS IT WAS STILL UNSAFE TO DRIVE. I COULD NOT GET BACK IN THAT CAR NOR COULD I AFFORD TO GO TO ANOTHER DEALERSHIP TO PURCHASE A NEW ONE. I QUALIFIED FOR THEIR 0% FINANCING ON A 2010 NEW PRODUCTION WITH NO RECALL AND FREE TWO YEAR MAINTENANCE AGREEMENT. I FELT TRAPPED WITH NO CHOICE BUT TO BUY THE CAR AS I HAD PUT \$11,000 ON THE 2007 WHICH WAS A LOSS. I HAVE BEEN DRIVING OVER 30 YEARS AND NEVER HAD AN ACCIDENT OR TICKET UNTIL I BOUGHT THIS CAR.

Additional Summary:

Date of Incident: 20100203
Toyota ID No.:
NHTSA ODI No.: 10316591
Vehicle Make 2010 TOYOTA CAMRY
Location of Incident: MURFREESBORO, TN

NHTSA Summary:

TL*THE CONTACT OWNS A 2010 TOYOTA CAMRY. WHILE DRIVING APPROXIMATELY 35 MPH, THE CONTACT NOTICED THAT THE ACCELERATOR PEDAL WAS SLIGHTLY "NON-RESPONSIVE". SHE TOOK THE VEHICLE TO THE DEALERSHIP AND THE PEDAL WAS REPLACED ACCORDING TO RECALL 10V017000, VEHICLE SPEED CONTROL, ACCELERATOR PEDAL; AFTER THE REPAIR WAS MADE SHE NOTICED THAT THE VEHICLE DID NOT SLOW DOWN WHEN SHE TOOK HER FOOT OFF OF THE PEDAL AND THE RPM GAUGE WOULD NOT DECREASE IN SPEED; HOWEVER, SHE WAS ABLE TO USE THE BRAKES TO SLOW DOWN. SHE ALSO STATED THAT WHILE DRIVING IN REVERSE, THE VEHICLE SUDDENLY ACCELERATED, YET SHE WAS ABLE TO STOP THE VEHICLE BY DEPRESSING THE BRAKE PEDAL. SHE CALLED THE MANUFACTURER AND WAS AWAITING A RESPONSE IN REGARDS TO THE FAILURE. THE VEHICLE HAD NOT BEEN INSPECTED OR REPAIRED WHEN THE COMPLAINT WAS FILED. THE CURRENT MILEAGE WAS APPROXIMATELY 8,800. THE FAILURE MILEAGE WAS 7,458.

Additional Summary:

Date of Incident: 20100204
Toyota ID No.:
NHTSA ODI No.: 10323955
Vehicle Make 2010 TOYOTA RAV4
Location of Incident: BATTLEBORO, NC

NHTSA Summary:

TL*THE CONTACT OWNS A 2010 TOYOTA RAV4. THE CONTACT STATED THAT THE ENGINE REVVED AND LUNGED FORWARD AS HE WAS ATTEMPTING TO STOP THE VEHICLE WITH HIS FOOT ON THE BRAKE PEDAL. THE CONTACT STATED THAT THE PROBLEM OCCURRED AFTER HE LEARNED OF RECALL 10V017000 (VEHICLE SPEED CONTROL:ACCELERATOR PEDAL). THE VEHICLE WAS TOWED TO AN AUTHORIZED DEALERSHIP BUT THE DEALER COULD NOT DUPLICATE THE FAILURE. THE CONTACT CALLED THE MANUFACTURER WHO REFERRED HIM BACK TO THE DEALERSHIP. THE VIN WAS UNAVAILABLE AT THE TIME OF THE COMPLAINT. THE FAILURE MILEAGE WAS APPROXIMATELY 2,000.

Additional Summary:

Date of Incident: 20100205
Toyota ID No.:
NHTSA ODI No.: 10316580
Vehicle Make 2009 TOYOTA RAV4
Location of Incident: WADSWORTH, OH

NHTSA Summary:

I OWN A 2009 TOYOTA RAV4. MY CAR WAS NOT STOPPING PRIOR TO RECALL-SPOKE WITH TOYOTA AND THEY CONTACTED DEALER TO COME TO MY HOME AND PICK UP MY CAR, AS IT WAS NOT STOPPING FOR MY AND I WOULD NOT DRIVE THE CAR. RECALL (ACCELERATOR PEDAL REINFORCEMENT BAR) PERFORMED 2/5/2009. I CALLED DEALERSHIP TO SCHEDULE ANOTHER APPOINTMENT AS THE GAS PEDAL IS VERY TOUCHY AND MY CAR IS ACCELERATING WHEN MY FOOT IS ON THE BRAKE AND I CAN NOT STOP CAR. THE DEALERSHIP LOOKED AT CAR AND TOLD ME THAT THERE WAS NO PROBLEM-THE STANDARD LINE "OUR SERVICE TECNICIAN WAS UNABLE TO DUPLICATE CUSTOMER CONCERN". I AGAIN HAVE A CAR THAT HAS A SEFETY CONCERN THAT WILL NOT STOP AT TIMES AND TOYOTA IS UNWILLING TO RESOLVE THIS ISSUE FOR ME.

Additional Summary:

Date of Incident: 20100206
Toyota ID No.:
NHTSA ODI No.: 10334482
Vehicle Make 2007 TOYOTA CAMRY
Location of Incident: PARAMUS, NJ

NHTSA Summary:

TL-THE CONTACT OWNS A 2007 TOYOTA CAMRY. THE VEHICLE HAS PREVIOUSLY BEEN SERVICED FOR AN UNKNOWN ACCELERATOR PEDAL RECALL. THE CONTACT STATED THAT THE VEHICLE STILL HAS BEEN EXPERIENCING A RECURRING FAILURE IN WHICH THE VEHICLE WILL INTERMITTENTLY SURGE FORWARD AND BACKWARDS. THE FAILURE RECURS REGARDLESS OF THE SPEED TRAVELED. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER WHERE THE CONTACT WAS INFORMED SHE NEEDED TO TAKE THE VEHICLE TO THE DEALER WHICH SERVICED IT FOR THE RECALL TO HAVE IT EXAMINED AGAIN. THE VEHICLE WAS NOT SERVICED. THE FAILURE MILEAGE WAS 32,452 AND THE CURRENT MILEAGE WAS 37,135. SM.

Additional Summary:

Date of Incident: 20100208
Toyota ID No.:
NHTSA ODI No.: 10311796
Vehicle Make 2007 TOYOTA CAMRY
Location of Incident: SAN ANTONIO, TX

NHTSA Summary:

I OWN A 2007 TOYOTA CAMRY. ON MANY SEPARATE OCCASIONS, I HAVE EXPERIENCED NOT A SUDDEN ACCELERATION BUT A SUBTLE INCREASE IN SPEED, WHILE ON LEVEL ROAD. THE IMPRESSION I HAD WAS THAT THE CRUISE CONTROL WAS OPERATING WHEN IT WAS NOT EVEN TURNED ON. I WAS ABLE TO MAINTAIN CONTROL OF THE CAR. I HAVE TAKEN THE CAR TO THE DEALER AND EXPLAINED WHAT IT WAS DOING BUT WAS TOLD I MUST HAVE HAD THE CRUISE CONTROL ACTIVATED. THEY DID TRY TO RECREATE THE PROBLEM BUT COULD NOT. THE VEHICLE HAS SINCE HAD THE "ACCELERATOR PEDAL FIXED" AS A RESULT OF TOYOTA'S MOST RECENT RECALL. HOWEVER, THE CAR CONTINUES TO RANDOMLY "ACCELERATE". I DO NOT BELIEVE THE PEDAL WAS EVER THE PROBLEM AND IN LIGHT OF THE CURRENT NUMBER OF REPORTED INCIDENTS, I HAVE LOST ALL CONFIDENCE IN DRIVING THIS VEHICLE. I FEEL IT IS IMPORTANT TO REPORT THESE INCIDENTS BECAUSE I BELIEVE THIS IS THE SAME AS THE MORE CRITICAL REPORTS AND THAT THE CAUSE OF THE PROBLEM IS STILL UNKNOWN AND THE NATURE OF MY INCIDENT IS PROBABLY HAPPENING TO A LOT OF DRIVERS BUT THEY EITHER DON'T REALIZE IT OR THINK IT IS NOT IMPORTANT ENOUGH TO REPORT. *TR

Additional Summary:

Date of Incident: 20100209
Toyota ID No.:
NHTSA ODI No.: 10318174
Vehicle Make 2009 TOYOTA COROLLA MATRIX
Location of Incident: BREWSTER, MA

NHTSA Summary:

TL*THE CONTACT OWNS A 2009 TOYOTA COROLLA MATRIX. THE CONTACT HAD THE FIRST PEDAL REPLACED AND ONE WEEK LATER, THE CONTACT HAD ANOTHER SUDDEN ACCELERATION OCCUR WHILE DRIVING 5 MPH THROUGH A PARKING LOT. THE CONTACT ALSO HAD AN INCIDENT WHILE SITTING AT A TRAFFIC LIGHT. THE VEHICLE STARTED TO MAKE A ROARING SOUND AND MOVING FORWARD WHILE THE CONTACT HAD HER FOOT ON THE BRAKES. A MECHANIC DIAGNOSED THE FAILURE AND STATED THAT THE VEHICLE SEEMED FINE. TOYOTA ALSO INSPECTED THE VEHICLE STATING THAT NOTHING WAS WRONG WITH IT. THE CONTACT DID NOT HAVE THE VIN# AVAILABLE WHEN THE COMPLAINT WAS FILED. THE FAILURE MILEAGE WAS 18500. THE CURRENT MILEAGE WAS 18500.

Additional Summary:

Date of Incident: 20100209
Toyota ID No.:
NHTSA ODI No.: 10308188
Vehicle Make 2008 TOYOTA CAMRY

Location of Incident: SAN DIEGO, CA

NHTSA Summary:

TOYOTA SAFETY RECALL FOR FLOOR MAT REPAIRED BY TOYOTA SAN DIEGO. GAS PEDAL WAS CUT DOWN PER TOYOTA SPECS. UPON LEAVING TOYOTA SAN DIEGO TWICE WITHIN A FIFTEEN MIN PERIOD MY FOOT BECAME TRAPPED UNDER GAS PEDAL. DUE TO THE WET CONDITIONS, WHEN I ACCELERATED THE VEHICLE MY FOOT WAS ABLE TO SLIP DOWN THE PEDAL WHICH THEN SPRUNG BACK TRAPPING MY FOOT UNDERNEATH THE PEDAL.

Additional Summary:

Date of Incident: 20100210

Toyota ID No.:

NHTSA ODI No.: 10318311

Vehicle Make 2007 TOYOTA CAMRY

Location of Incident: ROY, WA

NHTSA Summary:

ON FEB 10, 2010 MY 07 TOYOTA CAMRY ACCEL PEDEL STUCK ON ME, 5 DAYS AFTER THE RECALL WAS DONE ON IT. IT REVED FROM 2000-4000 RPMS, I HAD TO BRAKE HARD FOR IT TO STOP AND REGAIN CONTROL. TOOK IT INTO TOYOTA, THEY LOOKED AT IT, RETURNED THE CAR AND TOLD ME "NOTHING WAS WRONG." ON MARCH 4, 2010 IT HAPPENED AGAIN, THIS TIME IT ACCELERED FROM 20 MPH TO 40 MPH IN A SPLIT SECOND, AND I ALMOST HIT THE CAR IN FRONT OF ME. AGAIN I HAD BRAKE HARD TO GAIN CONTROL OF MY VEHICLE. TOYOTA AGAIN LOOKED OVER MY CAR, AND AGAIN CAME UP WITH NOTHING WRONG WITH MY CAR. SO THAT IS TWO TIMES AFTER THE RECALL WAS COMPLETED THAT MY HAS EXCELLERATED. IT ALSO DID EXCELLERATE BEFORE THE RECALL.

Additional Summary:

Date of Incident: 20100210

Toyota ID No.:

NHTSA ODI No.: 10318472

Vehicle Make 2009 TOYOTA CAMRY

Location of Incident: CORAL SPRINGS, FL

NHTSA Summary:

TL- THE CONTACT OWNS A 2009 TOYOTA CAMRY. SHE STATED SHE WAS ADVISED BY A NEWS SOURCE THAT THERE WERE RECALLS ON HER YEAR, MAKE AND MODEL VEHICLE AND CONTACTED THE MANUFACTURER TO VERIFY. THE MANUFACTURER STATED HER VEHICLE WAS AFFECTED BY THE RECALL AND REFERRED TO HER LOCAL DEALER FOR RECALL REPAIRS. THE DEALER REPLACED THE TIBIA PAD ASSEMBLY AND INSTALLED AN ACCELERATOR STOPPER UNDER NHTSA CAMPAIGN ID

NUMBER: 09V388000:VEHICLE SPEED CONTROL:ACCELERATOR PEDAL.
AFTER THE REPAIRS, THE VEHICLE WOULD FEEL AS IT WAS LUNGING AND
PULLING ITSELF FORWARD. THE DEALER WAS CONTACTED AND ADVISED
THERE WAS NOTHING THEY COULD DO WITH THAT PARTICULAR VEHICLE
BUT DID OFFER TO SELL HER A DIFFERENT VEHICLE. NO ADDITIONAL
REPAIRS WERE MADE. THE FAILURE MILEAGE WAS 6,486 AND THE
CURRENT WAS 7,301. *KMJ

Additional Summary:

Date of Incident: 20100212
Toyota ID No.:
NHTSA ODI No.: 10318068
Vehicle Make 2008 TOYOTA CAMRY
Location of Incident: SHERMAN OAKS, CA

NHTSA Summary:

TL- THE CONTACT OWNS A 2008 TOYOTA CAMRY HYBRID. WHILE THE
CONTACT WAS DRIVING 65MPH SHE NOTICED THAT THE ACCELERATOR
PEDAL HAD FELL TO THE FLOOR OF THE VEHICLE CAUSING THE VEHICLE
TO ACCELERATE WITHOUT WARNING. PRIOR THE CONTACT HAD TAKEN
THE VEHICLE TO THE DEALERSHIP WHERE THE CONTACT HAD RECALL
NHTSA CAMPAIGN ID NUMBER: 09V388000 AND 10V017000 PERFORMED ON
HIS VEHICLE. THE CURRENT AND FAILURE MILEAGES WERE 35800. BML

Additional Summary:

Date of Incident: 20100212
Toyota ID No.:
NHTSA ODI No.: 10314851
Vehicle Make 2010 TOYOTA COROLLA
Location of Incident: ENOSBURG FALLS, VT

NHTSA Summary:

THIS IS THE SECOND TIME I AM CONTACTING YOU REGARDING A
COMPLAINT WITH MY 2010 COROLLA. I FIRST CALLED THE NHTSA 800
NUMBER WITH THIS WRITTEN COMPLAINT AND WAS TOLD I WOULD
RECEIVE A HARD COPY IN TWO WEEKS (I HAVE YET TO RECEIVE IT). SO
ONCE AGAIN I AM PUTTING THIS COMPLAINT IN WRITING, SO I HAVE
PROOF THAT IT WAS FILED AND SENT. I HOPE THAT SOMETHING GETS
DONE WITH IT ONCE AND FOR ALL. THE COMPLAINT IS REGARDING
TOYOTA'S NEW PEDAL RECALL PART. IT DOES NOT CORRECT THE
ACCELERATION PROBLEM. MY CAR ACCELERATED OVER 80 MPH ON
FEB.12,2010. TOYOTA PUT IN THE RECALL PEDAL THAT MORNING AFTER I
BROUGHT THE CAR THERE. ON THE WAY HOME FROM WORK ON FEB 12,
THE CAR EXHIBITED MORE ACCELERATION ISSUES. THAT WAS WHEN I
CALLED TO REPORT IT WITH THE NHTSA. THE CAR THEN ACCELERATED
AGAIN ON FEB15 WITH THE NEW"PEDAL RECALL IN". I WAS DRIVING UP A

LONG ONRAMP ONTO THE INTERSTATE AT APPROX. 35-40 MPH, AND THE CAR TOOK OFF TO OVER 80 MPH. I WAS INJURED. I CALLED AGAIN TO YOUR AGENCY TO REPORT THIS ON FEB15TH. I GOT THE CAR BACK FROM TOYOTA ON FEB 19TH. THEY SAID "THE CAR WAS FINE. IT IS NORMAL FOR COROLLAS TO ACCELERATE TO 80 MPH". THAT IS TOTAL BULL! THE CAR'S PEDAL STARTED STICKING ON SUNDAY, FEBRUARY 21. THIS CALLED MORE RPM & ACCELERATION PROBLEMS WITH THE CAR. ALSO THE BRAKES ARE GOING DOWN TO THE FLOOR. THE CAR HAS GONE THRU A 5 WAY INTERSECTIONS STOP LIGHT AND A STOP SIGN. I HAVE HAD TO USE THE EMERGENCY BRAKE TO STOP THE CAR.

Additional Summary:

Date of Incident: 20100212

Toyota ID No.:

NHTSA ODI No.: 10326006

Vehicle Make 2007 LEXUS IS350

Location of Incident: LONG BEACH, CA

NHTSA Summary:

TL*THE CONTACT OWNS A 2007 LEXUS IS350. WHILE IDLING, THE VEHICLE SUDDENLY ACCELERATED INTO THE CONTACTS GARAGE. THE CONTACT WAS INJURED AS A RESULT. THE CONTACT HAD PREVIOUSLY RECEIVED FIVE RECALL NOTICES FROM THE MANUFACTURER. THE CONTACT CALLED THE DEALER WHO INSPECTED THE VEHICLE A MONTH AFTER THE CRASH OCCURRED AND STATED THAT THE VEHICLE WAS FUNCTIONING PROPERLY AND TO REPLACE THE TIRE. THERE WERE NO REPAIRS PERFORMED ON THE VEHICLE WHEN THE COMPLAINT WAS FILED. THE CURRENT MILEAGE WAS 23,676. THE FAILURE MILEAGE WAS 23,646.

Additional Summary:

Date of Incident: 20100212

Toyota ID No.:

NHTSA ODI No.: 10322858

Vehicle Make 2007 TOYOTA CAMRY

Location of Incident: PALO ALTO, CA

NHTSA Summary:

TL- THE CONTACT OWNS A 2007 TOYOTA CAMRY. HE TOOK THE VEHICLE TO THE DEALER FOR THE ACCELERATOR REPAIR ON FEBRUARY 12, 2010, AND FEBRUARY 21, 2010, WHILE HIS DAUGHTER WAS DRIVING THE VEHICLE AND STARTED TO SLOW DOWN TO ATTEMPT TO TURN WITH HER FOOT ON THE BRAKE THE VEHICLE SUDDENLY ACCELERATED WITH HER FOOT ON THE BRAKE AT ALL TIME. THE VEHICLE PROCEEDED TO GO OVER THE CURB THE VEHICLE STOPPED WHEN IT COLLIDED INTO A FENCE. SHE DIDN'T RECEIVE ANY INJURIES. A POLICE REPORT WAS NOT TAKEN. THE VEHICLE WAS TOWED TO BODY SHOP, BUT AN INSPECTOR FROM TOYOTA

HAD THE VEHICLE MOVED TO A DEALER FOR IT TO BE INSPECTED. THE FAILURE MILEAGE WAS 20,000 AND THE CURRENT MILEAGE 20,100. LI
Additional Summary:

Date of Incident: 20100212
Toyota ID No.:
NHTSA ODI No.: 10319850
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: SANTA ROSA, CA

NHTSA Summary:

TL-THE CONTACT OWNS A 2009 TOYOTA CAMRY. THE CONTACT RECEIVED THE RECALL NOTICE FOR THE ACCELERATOR PEDAL (10V017000) AND TOOK HER VEHICLE TO THE DEALERSHIP. SHE HAD NO PRIOR FAILURES WITH THE PEDAL. AFTER RECEIVING HER VEHICLE BACK, SHE NOTICED THAT THE ENGINE SEEMED TO "RACING". SHE CONTINUED ON. THE VEHICLE SUDDENLY BEGAN TO ACCELERATE AND SHE WAS ABLE TO CONTROL IT BY DEPRESSING THE BRAKE PEDAL. SHE TOOK THE VEHICLE BACK TO THE DEALERSHIP AND THE DEALER TOLD HER BECAUSE OF THE SOFTWARE UPGRADE, THE VEHICLE WOULD ACCELERATE FOR 20-30 MINUTES AFTER THE REPAIR. SHE LEFT THE DEALERSHIP AND HAD NO MORE PROBLEMS WITH THE VEHICLE. SHE EMAILED AND CALLED THE MANUFACTURER BUT RECEIVED NO ASSISTANCE. THE VEHICLE HAD NOT BEEN REPAIRED AT THE TIME OF THE COMPLAINT. THE CURRENT MILEAGE WAS APPROXIMATELY WAS APPROXIMATELY 8,050. THE FAILURE MILEAGE WAS 7,554-BK

Additional Summary:

Date of Incident: 20100213
Toyota ID No.:
NHTSA ODI No.: 10318594
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: YATESVILLE, PA

NHTSA Summary:

TL*THE CONTACT OWNS A 2009 TOYOTA CAMRY. WHILE TRAVELING 45MPH DOWN A HIL, THE CONTACT APPLIED THE BRAKES AND NOTICED THAT THE VEHICLE HAD SUDDENLY ACCELERATED WITHOUT WARNING, THE CONTACT WAS ABLE TO STOP THE VEHICLE BY APPLYING EXTREME PRESSURE TO THE BRAKE. PRIOR TO THE RECENT FAILURE THE VEHICLE WAS TAKEN TO THE DEALERSHIP WHERE THE REPAIR FOR NHTSA RECALL# 10V017000 WAS PERFORMED ON THE VEHICLE. THE VEHICLE HAD NOT BEEN DIAGNOSED BY THE DEALERSHIP AT THE TIME OF THE COMPLAINT. THE CURRENT AND FAILURE MILEAGES WERE 8690.

Additional Summary:

Date of Incident: 20100214
Toyota ID No.:
NHTSA ODI No.: 10313387
Vehicle Make 2008 TOYOTA CAMRY
Location of Incident: HILLSBORO, OR

NHTSA Summary:

TL*THE CONTACT OWNS A 2008 TOYOTA CAMRY. SHE TOOK THE VEHICLE TO THE DEALER ON FEBRUARY 6, 2010 TO HAVE THE ACCELERATOR PEDAL RESHAPED AND A THE CARPET PAD MODIFIED. ON FEBRUARY 14, 2010 WHILE THE VEHICLE WAS PARKED AND UNOCCUPIED SHE HEARD THE ENGINE INCREASING IN ACCELERATION ON ITS OWN AND NOTICED THAT THE ACCELERATOR PEDAL WAS STUCK TO THE FLOOR. SHE WILL TAKE THE VEHICLE TO THE DEALER. THE FAILURE MILEAGE WAS 6,445 AND THE CURRENT MILEAGE WAS 65,000.

Additional Summary:

Date of Incident: 20100214
Toyota ID No.:
NHTSA ODI No.: 10319199
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: PHILADELPHIA, PA

NHTSA Summary:

TL -THE CONTACT OWNS A 2009 TOYOTA CAMRY. THE CONTACT WAS DRIVING APPROXIMATELY 25 MPH ON NORMAL ROAD CONDITIONS; APPROACHING A TRAFFIC STOP SIGNAL. THE VEHICLE ACCELERATED DURING BRAKING WITH A FORCEFUL JERK. THE VEHICLE WAS ABLE TO SLOW DOWN. THE VEHICLE FAILURE OCCURRED WHENEVER THE VEHICLE WAS IN OPERATION. THE VEHICLE WAS PREVIOUSLY REPAIRED UNDER NHTSA CAMPAIGN ID NUMBER 10V017000 (VEHICLE SPEED CONTROL:ACCELERATOR PEDAL). HOWEVER, THE REMEDY FAILED TO CORRECT THE SAFETY DEFECT. THE AUTHORIZED DEALER HAS BEEN NOTIFIED TO SCHEDULE AN APPOINTMENT FOR SERVICE REPAIR. THE FAILURE MILEAGE WAS 23,516. JS

Additional Summary:

Date of Incident: 20100214
Toyota ID No.:
NHTSA ODI No.: 10316635
Vehicle Make 2007 TOYOTA CAMRY
Location of Incident: LAUDERHILL, FL

NHTSA Summary:

TL* THE CONTACT OWNS A 2007 TOYOTA CAMRY. THE CONTACT STATED SHE HAD NOT EXPERIENCED THE UNINTENDED ACCELERATION UNTIL SHE

TOOK THE VEHICLE TO THE DEALER FOR THEM TO INSTALL A CHIP IN THE ACCELERATOR PEDAL. THE VEHICLE STARTED TO ACCELERATE AFTER SHE RETRIEVED IT FROM THE DEALER. THE VEHICLE WAS TOWED BACK TO THE DEALER. THE DEALER INFORMED THE CONTACT THAT THEY WILL BE RESETTING THE COMPUTER. THE TOYOTA MANUFACTURER HAD NOT BEEN CALLED AT THE TIME OF THE COMPLAINT. THE FAILURE MILEAGE WAS 41,000.

Additional Summary:

Date of Incident: 20100215
Toyota ID No.:
NHTSA ODI No.: 10319280
Vehicle Make 2009 TOYOTA COROLLA
Location of Incident: FISHKILL, NY

NHTSA Summary:

TL- CONTACT OWNS A 2009 TOYOTA COROLLA. THE DRIVER STATES SHE HAD THE ACCELERATOR PEDAL RE-CALL AND NOW HER VEHICLE IS ACCELERATING ON IT'S OWN. THE DRIVER STATES HER VEHICLE IS ACTING UP NOW AFTER THEY SUPPOSEDLY FIXED IT. THE DRIVER STATES THE DEALER TOLD HER THEY CANNOT DO ANYTHING ABOUT IT BECAUSE THEY DID NOT SEE IT DO IT. THE FAILURE MILEAGE WAS 3,500 AND THE CURRENT IS 4,295. AR

Additional Summary:

Date of Incident: 20100215
Toyota ID No.:
NHTSA ODI No.: 10316592
Vehicle Make 2010 TOYOTA PRIUS
Location of Incident: LANARK, IL

NHTSA Summary:

I TOOK MY 2010 TOYOTA PRIUS IN FOR THE RECALLS AND IT STILL HAS THE SAME ACCELERATION PROBLEM.

Additional Summary:

Date of Incident: 20100215
Toyota ID No.:
NHTSA ODI No.: 10314557
Vehicle Make 2010 TOYOTA SEQUOIA
Location of Incident: MENLO PARK, CA

NHTSA Summary:

WHILE DRIVING OUR VEHICLE, THE ENGINE SUDDENLY REVVED UP ON ITS OWN WITHOUT THE ACCELERATOR BEING DEPRESSED. NO CARPET WAS OVER THE ACCELERATOR AND THE PEDAL AND CARPET HAD BEEN

REPLACED BY TOYOTA ALREADY. WE CONTACTED TOYOTA AND THEY DID NOT RESPOND.

Additional Summary:

Date of Incident: 20100216
Toyota ID No.:
NHTSA ODI No.: 10315560
Vehicle Make 2010 TOYOTA CAMRY
Location of Incident: THE VILLAGES, FL

NHTSA Summary:

PROBLEM: 2010 TOYOTA 4 DR CAMRY: -VIN# 4T1BF3EK4AU536166 I AM 81 YEARS OLD. AFTER CHECKING WITH THE NEW JERSEY DEALER WHERE I BOUGHT THE THIS CAR 5 1/2 MONTHS AGO, I WAS TOLD MY VIN # WAS OK FOR NO PROBLEM WITH THE GAS PEDAL STICKING, BUT I SHOULD GO IN FOR THE MAT/GAS PEDAL PROBLEM. I DID & WAS TOLD IT WAS DONE. ON 2/16, I WAS PULLING INTO A SPOT AT CVS. I TOOK MY FOOT OFF OF THE GAS PEDAL AND STARTED TO PUT THE FOOT ON THE BRAKE WHEN THE CAR SUDDENLY FLEW UP FORWARD OVER THE CEMENT CURB AND INTO THE DIRT AND BUSHES WHICH, THANK GOD STOPPED THE CAR. I WILL NEVER GET BACK INTO MY 2010 TOYOTA CAMRY AGAIN. THEY HAULED THE CAR TO THEIR DEALERSHIP AND GOT ME A HONDAI RENTAL. I MADE AN APPOINTMENT WITH RANDY OLLILA, GENERAL MGR.. HE TOLD ME SO FAR THEY HAD NOT BEEN ABLE TO FIND ANYTHING IN THE CAR. I TOLD HIM I WOULD NEVER DRIVE THAT CAR AGAIN AND MY SONS HAD TOLD ME NO MATTER WHAT THESE PEOPLE SAID I WAS NOT TO DRIVE IT. I EXPLAINED ALONG WITH NEVER BEING ABLE TO DRIVE THAT CAR AGAIN I WOULD NOT NOW PURCHASE ANOTHER TOYOTA. HE TOLD ME THEY COULD GIVE ME \$17,000. REFUND LEAVING ME TO EAT \$10,916. ON A CAR I HAVE HAD FOR 5 1/2 MONTHS AND HAD ONLY 2,091 MILES ON IT. I WAS TOLD TO TALK TO SOMEONE AT THEIR CORPORATE OFFICE IN CA AND THEY OFFERED ME NOTHING BUT A SLICK δYOUR WORD AGAINST MINEδ NOTHING HELP. I COULD SEE THE WRITING ON THE WALL I WENT OUT THE NEXT DAY, BOUGHT A FORD FUSION AND DROVE AWAY IN MY NEW CAR. I AM CONTACTING YOU NOT ONLY BECAUSE TOYOTA DID NOT TRY TO ASSIST ME WITH MY PROBLEM, BUT ALSO I HAVE BEEN HAVING NIGHTMARES ABOUT THE THOUSANDS OF PEOPLE WHO WERE TOLD THEIR VIN # HAD NO GAS PEDDLE PROBLEM AS I HAD BEEN TOLD AND MAY FIND OUT THAT IS NOT TRUE - AS I DID.

Additional Summary:

Date of Incident: 20100217
Toyota ID No.:
NHTSA ODI No.: 10316660
Vehicle Make 2010 TOYOTA CAMRY

Location of Incident: RICHMOND, VA

NHTSA Summary:

TL* THE CONTACT OWNS A 2010 TOYOTA CAMRY. SHE TOOK THE VEHICLE TO THE DEALER FOR THE ACCELERATOR REPLACEMENT ON FEBRUARY 17, 2010 A COUPLE DAYS LATER WHILE DRIVING AT 35 TO 40MPH AND ATTEMPTING TO SLOW DOWN, THE VEHICLE SURGED FORWARD WITH A STRONG FORCE THAT CAUSED HER HEAD TO MOVE BACKWARD. SHE HAD PARKED THE VEHICLE AND STATED SHE WILL NOT DRIVE IT AGAIN. THE CONTACT STATED SHE WILL TAKE THE VEHICLE BACK TO THE DEALER. THE FAILURE MILEAGE WAS 6,462 AND THE CURRENT MILEAGE WAS 6,600.

Additional Summary:

Date of Incident: 20100217

Toyota ID No.:

NHTSA ODI No.: 10316881

Vehicle Make 2005 TOYOTA AVALON

Location of Incident: OVERLAND PARK, KS

NHTSA Summary:

ON FEB. 11, 2010 I TOOK MY TOYOTA AVALON IN FOR THE ACCELERATOR RECALL. ON FEB. 17, 2010 I WAS PULLING INTO A PARKING SPACE ON THE GROUNDS OF THE ELEMENTARY SCHOOL I WORKED AT THAT DAY WHEN MY CAR ACCELERATED. IT JUMPED THE CURB SIDESWIPING MY CAR WITH A CAR THAT WAS PARKED ON MY RIGHT. AFTER IT HIT THE GROUND FROM JUMPING THE CURB IT ACCELERATED AGAIN HEADING STRAIGHT TOWARD THE SCHOOL BUILDING. I PUT TWO FEET ON THE BRAKE AND PRESSED AS HARD AS I COULD. THE CAR DID STOP. THE CAR WAS TOWED BY AAA TO A TOYOTA DEALER IN FORT SMITH, AR (WHERE THE ACCIDENT OCCURRED). I BOUGHT THE CAR AT MOLLE TOYOTA IN KC, MO WHERE I LIVE (OVERLAND PARK, KS). THE INSURANCE ADJUSTOR CAME THAT DAY TO CHECK THE DAMAGE. HE SAID AN INVESTIGATOR WOULD BE OUT TO CHECK IT THE "CAUSE OF IMPACT". AS OF NOW, THAT HAS NOT HAPPENED. MY INSURANCE COMPANY KEEPS TELLING ME TO TAKE THE CAR BACK TO KC FOR REPAIRS AND I TOLD THEM I WILL NOT DRIVE AN UNSAFE CAR. I WILL NOT TOUCH THE CAR UNTIL SOMEONE INVESTIGATES THE REASON FOR THE ACCELERATION. I HAVE CALLED MY DEALER, WHO HAS BEEN WONDERFUL; TOYOTA CORPORATE WHO HAS BEEN HORRIBLE (THE FIRST THING "BARBARA" SAID TO ME WAS "WELL, WHAT DO YOU WANT ME TO DO ABOUT IT?") SHE RELUCTANTLY SAID SHE WOULD CHECK IT OUT. SHE CALLED THE TOYOTA DEALER IN FORT SMITH AND TOLD HIM THAT TOYOTA INSPECTORS WOULD BE OUT WITHIN 10 DAYS BUT DIDN'T KNOW WHEN. I CALLED THE HIGHWAY TRANSPORTATION SAFETY DEPT. WHO SAID THEY DIDN'T DEAL WITH THAT AND TO CALL MY KS ATTORNEY GENERAL. I CALLED THE ATTORNEY GENERAL WHO TOLD ME TO EMAIL THIS ADDRESS. SO . . . STATUS: MY CAR IS STILL IN FORT SMITH, AR ON A TOYOTA LOT AND NOBODY WILL TAKE RESPONSIBILITY

FOR WHAT HAPPENED OR HELP ME WITH MY NEXT STEPS. I DON'T THINK ANYONE BELIEVED THAT THE CAR ACCELERATED AFTER THE RECALL FIX. FINALLY, IT APPEARS THAT OTHERS AROUND THE COUNTRY ARE HAVING THE SAME ISSUE. I HAVE AN UNSAFE VEHICLE THAT I WILL NOT DRIVE AND DON'T KNOW WHAT TO DO NEXT. THANK YOU.

Additional Summary:

Date of Incident: 20100218
Toyota ID No.:
NHTSA ODI No.: 10316340
Vehicle Make 2010 TOYOTA COROLLA
Location of Incident: SPRINGFIELD, IL

NHTSA Summary:

TL*THE CONTACT OWNS A 2010 TOYOTA COROLLA. HE TOOK THE VEHICLE TO THE DEALER TO HAVE THE ACCELERATOR PEDAL REPLACED ON FEBRUARY 18, 2010. A FEW DAYS AFTER THE VEHICLE WAS REPAIRED HE ATTEMPTED TO STOPPED AT A TRAFFIC LIGHT WITH HIS FOOT ON THE BRAKE PEDAL. WHILE DRIVING 45 MPH HE NOTICED THAT THE RPM'S INCREASED AND DECREASED WHEN THE VEHICLE ATTEMPTED TO ACCELERATE AND LUNGE FORWARD. HE TOOK THE VEHICLE BACK TO THE DEALER TWICE AFTER IT WAS REPAIRED. THE DEALER COULD NOT DUPLICATE THE FAILURE. THE DEALER CONTACTED THE SERVICE MANAGER WHO PROVIDED THE CONTACT WITH A RENTAL VEHICLE. THE FAILURE MILEAGE WAS 3,589 AND THE CURRENT MILEAGE WAS 3,590.

Additional Summary:

Date of Incident: 20100219
Toyota ID No.:
NHTSA ODI No.: 10316705
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: LOS ANGELES, CA

NHTSA Summary:

TL*THE CONTACT OWNS A 2009 TOYOTA CAMRY. WHILE THE CONTACT WAS ATTEMPTING TO STOP THE VEHICLE TRAVELING AT A LOW SPEED, THE VEHICLE FELT AS IF IT WAS STILL ACCELERATING ONCE THE BRAKES WERE APPLIED. THE VEHICLE WAS TAKEN TO THE DEALERSHIP WHERE THE CONTACT WAS INFORMED THAT THE VEHICLE WAS PERFORMING NORMALLY. ONE DAY PRIOR TO THE RECENT FAILURE, THE CONTACT HAD TAKEN HER VEHICLE TO THE DEALERSHIP WHERE BOTH NHTSA RECALLS, 10V017000, AND 09V388000, VEHICLE SPEED CONTROL, ACCELERATOR PEDAL WERE PERFORMED ON HER VEHICLE. THE CURRENT AND FAILURE MILEAGES WERE 26000.

Additional Summary:

Date of Incident: 20100219
Toyota ID No.:
NHTSA ODI No.: 10313298
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: PHILADELPHIA, PA

NHTSA Summary:

INCIDENT OF SUDDEN ACCELERATION ON FRIDAY 2/19. WHILE PULLING INTO A PARKING SPOT IN A STRIP MALL PARKING LOT, CAR SUDDENLY SURGED FORWARD AND DID NOT STOP UNTIL HAD JUMPED UP ON MEDIAN DESPITE BREAKING. NO INJURIES. CAR NEEDED TO BE PULLED OFF OF THE MEDIAN BY A AAA TOW TRUCK AND THEN WAS TOWED TO TOYOTA DEALER FOR SERVICE. WAS TOLD NOTHING FOUND WRONG, COULD NOT REPRODUCE, SOFTWARE CHECKED OUT OK. RECALL WARRANTED WORK AND CHECK DONE ONE WEEK PRIOR TO THIS INCIDENT HAPPENING. EXPRESSED TO SERVICE MANAGER THAT THIS ISSUE MAY NOT BE RELATED TO ANY RECALL/GAS PEDAL ISSUE AND MANY REPORTS OF SUDDEN ACCELERATION OUTSIDE OF RECALL CHECK. WAS TOLD ONLY TO CALL TOYOTA EXPERIENCE # - RECORDING STATES NOT TAKING ANY CALLS.

Additional Summary:

Date of Incident: 20100219
Toyota ID No.:
NHTSA ODI No.: 10319133
Vehicle Make 2010 TOYOTA TUNDRA
Location of Incident: WHEATLAND, MO

NHTSA Summary:

TL- THE CONTACT OWNS A 2010 TOYOTA TUNDRA. THE CONTACT TOOK HER VEHICLE IN FOR ROUTINE MAINTENANCE ON 2/16/10 AND FOUND OUT THAT HER VEHICLE WAS UNDER RECALL. THE VEHICLE WAS REPAIRED FOR THE SHIM UNDER THE RECALL. THREE DAYS LATER THE CONTACT SPOUSE WAS BACKING THE VEHICLE UP AND THE VEHICLE LURCHED BACKWARDS. THE VEHICLE THEN CRASHED INTO A TREE. THE BUMPER WAS DAMAGED ON THE VEHICLE. THE MANUFACTURER WAS INFORMED OF THE FAILURE AND THEY STATED WELL MAYBE YOU HAD YOUR FOOT ON THE ACCELERATOR PEDAL INSTEAD OF THE BRAKE. THEY ALSO STATED THAT THEY WOULD FORWARD THE INFORMATION TO A CASE MANAGER AT THE CORPORATE OFFICE AND THEY WILL GET BACK TO HER IN A FEW DAYS. THE CONTACT IS UPSET BECAUSE SHE LIVES IN A RURAL AREA WHERE THERE IS NO PUBLIC TRANSPORTATION AND DOES NOT WANT TO DRIVE HER VEHICLE, BUT THAT IS HER ONLY MEANS OF TRANSPORTATION. THE APPROXIMATE FAILURE MILEAGE WAS 2000 AND THE CURRENT MILEAGE WAS 2100.DF

Additional Summary:

Date of Incident: 20100219
Toyota ID No.:
NHTSA ODI No.: 10317874
Vehicle Make 2010 TOYOTA RAV4
Location of Incident: QUINCY, IL

NHTSA Summary:

TL* THE CONTACT OWNS A 2010 TOYOTA RAV4 . SHE STATED THAT WHILE DRIVING AT 55 MPH THE VEHICLE ACCELERATED ON ITS OWN. THE VEHICLE WAS TAKEN TO THE DEALER WHERE THEY REPAIRED THE PROBLEM. SHE PICKED UP THE VEHICLE AND SHE EXPERIENCED THE ACCELERATION ONCE AGAIN AFTER THE REPAIR WAS DONE. THIS HAD OCCURRED 4 ADDITIONAL TIMES, INCLUDING AFTER THE REPAIR HAD BEEN DONE TO THE VEHICLE. THE VEHICLE WAS AT THE DEALERSHIP AT THE TIME OF THE COMPLAINT TO HAVE A NEW PEDAL INSTALLED. THE CONTACT DOES NOT FEEL SAFE DRIVING THIS VEHICLE. THE FAILURE MILEAGE WAS 3000 AND CURRENT MILEAGE WAS 4000. THE VIN WAS UNAVAILABLE.

Additional Summary:

Date of Incident: 20100220
Toyota ID No.:
NHTSA ODI No.: 10320418
Vehicle Make 2009 TOYOTA TUNDRA
Location of Incident: AIKEN, SC

NHTSA Summary:

TL- CONTACT OWNS A 2008 TOYOTA TUNDRA. THE DRIVER STATES HE HAD THE THROTTLE RE-CALL RECENTLY DONE A MONTH AGO. THE DRIVER STATES HIS VEHICLE IS ACCELERATING ON IT'S OWN NOW. THE DRIVER STATES HE CAN ACTUALLY FEEL IT MOVE FROM UNDER HIS FOOT. THE DRIVER STATES IT WILL ACCELERATE ANYWHERE FROM 35-65 MPH. THE FAILURE MILEAGE WAS 30,000 AND THE CURRENT MILEAGE IS 31,411.
AR

Additional Summary:

Date of Incident: 20100220
Toyota ID No.:
NHTSA ODI No.: 10317088
Vehicle Make 2009 TOYOTA MATRIX
Location of Incident: NATCHITOCHE, LA

NHTSA Summary:

TL* THE CONTACT OWNS A 2009 TOYOTA MATRIX. THE CONTACT STATED THAT THEY NEVER HAD AN ACCELERATION PROBLEM UNTIL AFTER

HAVING THE VEHICLE REPAIRED. WHILE PULLING OUT OF A PARKING SPACE, AND DRIVING 10 MPH, THE VEHICLE JERKED FORWARD AND THEN SETTLED DOWN. THE RPM JUMPED UP AND THEN WENT BACK DOWN. THE FAILURE MILEAGE WAS 28213 AND THE CURRENT MILEAGE WAS 28500.

Additional Summary:

Date of Incident: 20100220
Toyota ID No.:
NHTSA ODI No.: 10316804
Vehicle Make 2010 TOYOTA CAMRY
Location of Incident: CHESTER, VA

NHTSA Summary:

TL* THE CONTACT OWNS A 2010 TOYOTA CAMRY LE. SHE TOOK THE VEHICLE TO THE DEALER ON FEBRUARY 20, 2010 FOR THE ACCELERATOR REPAIR AND AFTER THE REPAIR SHE EXPERIENCED SUDDEN ACCELERATION SEVERAL TIMES. SHE STATED THE VEHICLE IS VERY SLOW TO START AND WITHIN SECONDS IT OVER ACCELERATES. SHE WILL TAKE THE VEHICLE BACK TO THE DEALER. THE FAILURE AND THE CURRENT MILEAGE WERE 1,914.

Additional Summary:

Date of Incident: 20100220
Toyota ID No.:
NHTSA ODI No.: 10322225
Vehicle Make 2008 TOYOTA CAMRY
Location of Incident: IRVING, TX

NHTSA Summary:

PULLED OUT OF BANK DRIVE THRU BAY. STOPPED (TO TURN LEFT INTO PARKING LOT WAY). PRESSED GAS PEDAL TO TURN. CAR JERKED, ACCELERATED, AND SPUN OUT INTO THE PARKING LOT WAY. BRAKE AND GOOD DRIVING SAVED ME, BUT THIS 2008 CAMRY HAD JUST BEEN REPAIRED FOR RECALL PEDAL ISSUE .. ISSUE HAPPENED AGAIN ON 3/15/2010. SIMILAR SITUATION...DRIVING REALLY SLOW IN PARKING LOT. PRESSED GAS, RPM WENT UP, CAR HESITATED, JUMPED/ACCELATED, AND PAUSED BEFORE GOING TO NORMAL SPEED. ACTSL LIKE A TRANSMISSION SHIFTING ISSUE

Additional Summary:

Date of Incident: 20100220
Toyota ID No.:
NHTSA ODI No.: 10316142
Vehicle Make 2009 TOYOTA MATRIX
Location of Incident: ASH GROVE, MO

NHTSA Summary:

HAD THE RECALL ISSUE WITH THE GAS PEDAL FIXED - HOWEVER WHEN TRYING TO MAKE A TURN IN TRAFFIC THERE IS A HESITATION BEFORE THE CAR GOES! IT IS ONLY A FEW SECONDS OF A DELAY, HOWEVER DANGEROUS WHEN YOU NEED THE CAR TO GO. ON GOING ISSUE - DOES NOT DO TI EVERY TIME SO IT REALLY CATCHES YOU OFF GUARD.

Additional Summary:

Date of Incident: 20100221
Toyota ID No.:
NHTSA ODI No.: 10323097
Vehicle Make 2007 TOYOTA CAMRY
Location of Incident: LEVITTOWN, PA

NHTSA Summary:

2007 TOYOTA CAMRY. CONSUMER STATES UNINTENDED ACCELERATION. *TGW THE CONSUMER STATED THE SUDDEN ACCELERATION OCCURRED WHILE PARKING THE VEHICLE. HE STATED HE HAD HIS FOOT ON THE BRAKE WHEN SUDDENLY AND UNEXPECTEDLY THE VEHICLE ACCELERATED. THE TACHOMETER REACHED OVER 7,000 RPM'S. HE IMMEDIATELY GRABBED THE SHIFT LEVER AND SWITCH IT TO NEUTRAL AND THEN AS RAPIDLY AS POSSIBLE TO PARK. THE CONSUMER STATED THE INCIDENT OCCURRED AFTER THE RECALL WAS PERFORMED. THE CONSUMER STATED A SECOND INCIDENT OCCURRED AGAIN WHILE PARKING AT A LOCAL BANK. *JB

Additional Summary:

Date of Incident: 20100221
Toyota ID No.:
NHTSA ODI No.: 10319822
Vehicle Make 2008 TOYOTA AVALON
Location of Incident: GARDEN CITY, NY

NHTSA Summary:

2008 TOYOTA AVALON. CONSUMER STATES UNINTENDED ACCELERATION AND BRAKE FAILURE AFTER KIT WAS INSTALLED. *TGW AFTER TAKING AN EXIT, THE CONSUMER ENCOUNTERED MODERATE TRAFFIC, WHEN HE HAD TO BRAKE BEHIND BACKED UP TRAFFIC. AS HE EASED INTO THE LINEUP, HE DISCOVERED HIS VEHICLE WAS NOT STOPPING. THE BRAKES STARTED TO FADE AND AT THAT POINT HE THREW THE SHIFT SELECTOR INTO NEUTRAL. THE ENGINE ROARED, REVING OVER 4,000 RPM'S AND THEN SETTLED DOWN TO NORMAL SPEED. TWO WEEKS PRIOR TO THE INCIDENT, THE CONSUMER TOOK THE VEHICLE TO THE DEALER FOR THE ACCELERATOR PEDAL RECALL. AT THAT TIME, THE DEALER INSTALLED A SHIM KIT. UP TO THE FEB 21, 2010 INCIDENT NO PROBLEM WITH UNINTENDED ACCELERATION HAD BEEN EXPERIENCED. WHEN THE

CONSUMER RETURNED TO THE DEALER TO REPORT THE INCIDENT HE WAS TOLD THAT THE INTERNAL BLACK BOX COMPUTER DID NOT REGISTER AN EVENT. *JB

Additional Summary:

Date of Incident: 20100221
Toyota ID No.:
NHTSA ODI No.: 10316163
Vehicle Make 2007 TOYOTA COROLLA
Location of Incident: WESLEY CHAPEL, FL

NHTSA Summary:

TL*THE CONTACT RENTED A 2009 TOYOTA COROLLA. THE DRIVER STATED THAT THE RENTAL COMPANY TOLD HIM THAT THERE WAS NO NEED TO WORRY SINCE THEY RECENTLY HAD THE ACCELERATOR PEDAL RECALL REPAIR PERFORMED. WHILE DRIVING APPROXIMATELY 40 MPH, THE VEHICLE ACCELERATED ON ITS OWN. THE VIN WAS NOT AVAILABLE. THE FAILURE MILEAGE WAS 17,800.

Additional Summary:

Date of Incident: 20100222
Toyota ID No.:
NHTSA ODI No.: 10320009
Vehicle Make 2010 TOYOTA COROLLA
Location of Incident: YORKTOWN HEIGHTS, NY

NHTSA Summary:

IN OCTOBER 2009 I BOUGHT A NEW 2010 TOYOTA COROLLA FROM SANSONE ROUTE 1 TOYOTA IN AVENEL NEW JERSEY.FEBRUARY 22 2010 I BROUGHT THE COROLLA TO THIS DEALERSHIP FOR A FIX RELATED TO THE ACCELERATION RECALL. I ALSO FILED A COMPLAINT WITH THEM ABOUT THE POWER STEERING. AFTER 90 MINUTES THEY SAID THEY COULD NOT FIND ANYTHING WRONG WITH THE POWER STEERING.THEY GAVE ME THIS IN WRITING.THEY ALSO WROTE THAT THEY FIXED THE ACCELERATION PROBLEM. I TOOK THE CAR AND 4 MINUTES LATER I HIT ANOTHER CAR BECAUSE THE ACCELERATION INCREASED BY ITSELF. THE CAR IS BEING REPAIRED BY MY INSURANCE COMPANY. TOYOTA SHOULD BE RESPONSIBLE FOR THE 8600 DOLLARS OF REPAIRS . I AM INJURED . IS TOYOTA RESPONSIBLE? MY PHONE NUMBER IS 917 -331-5558. PLEASE CONTACT ME AND TELL ME WHAT TO DO.I TRIED TO REACH TOYOTA S 800 NUMBER BUT SO FAR I HAVE WAITED 3 HOURS AND NOBODY ANSWERS. THANK YOU.

Additional Summary:

Date of Incident: 20100222

Toyota ID No.:
NHTSA ODI No.: 10316852
Vehicle Make 2009 TOYOTA MATRIX
Location of Incident: REIDSVILLE,, NC

NHTSA Summary:
MY 2009 TOYOTA MATRIX WAS ON THE RECALL LIST FOR GAS PEDALS THAT MAY STICK OR ACCELERATE WITHOUT CAUSE. I TOOK THE CAR INTO RICE TOYOTA IN GREENSBORO NC WHERE IT WAS PURCHASED. THEY PERFORMED THE RECCOMMENDED REPAIR ON FEB. 13, 2010. ON FEB. 22, I STARTED MY CAR AND IT ACCELERATED WITHOUT CAUSE. THE FLOOR MAT WAS IN ITS PROPER POSITION. I TAPPED THE GAS PEDAL LIGHTLY TO "UNSTICK" IT. THIS DID NOT WORK. I TURNED OFF THE ENGINE AND WAITED A FEW MINUTES AND RESTARTED IT WITHOUT INCIDENT. I HAD NOT HAD ANY PROBLEMS WITH THIS CAR PRIOR TO THE "FIX" AND HAVEN'T HAD ANY SINCE THE FEB. 22 INCIDENT. NOW WHAT DO I DO?? I'VE CONTACTED THE DEALERSHIP. THEY ARE WILLING TO LOOK AT IT BUT HAVE SAID THERE ISN'T ANYTHING THEY KNOW THAT IS CAUSING THIS AND TOLD ME TO CONTACT TOYOTA. I WILL DO THAT TODAY IF I CAN GET THROUGH.

Additional Summary:

Date of Incident: 20100222
Toyota ID No.:
NHTSA ODI No.: 10321029
Vehicle Make 2009 TOYOTA COROLLA
Location of Incident: BRIGHTON, MA

NHTSA Summary:
TL-THE CONTACT OWNS A 2009 TOYOTA COROLLA. THE CONTACT STATED WHILE DRIVING 35 MPH WHILE APPLYING THE BRAKES THE VEHICLE DID NOT STOP CAUSING THE VEHICLE TO CRASH INTO ANOTHER VEHICLE. CONTACT HIT HER HEAD ON THE DRIVER SIDE WINDOW DUE TO THE AIR BAGS NOT DEPLOYING. THE CONTACT WENT TO THE E.R. AND THE VEHICLE WAS TOWED. THE CONTACT STATED THE FAULTY BRAKES ARE DUE TO THE RECALL REPAIR FOR THE ACCELERATOR PEDAL. THE FAILURE MILEAGE WAS 11,500. JO

Additional Summary:

Date of Incident: 20100223
Toyota ID No.:
NHTSA ODI No.: 10316616
Vehicle Make 2010 TOYOTA CAMRY
Location of Incident: CHICAGO, IL

NHTSA Summary:

TL*THE CONTACT OWNS A 2010 TOYOTA CAMRY. THE CONTACT WAS DRIVING APPROXIMATELY 45 MPH ON A DRY ROAD SURFACE. AN INCREASE OF ACCELERATION OCCURRED WITHOUT WARNING. THE VEHICLE WAS ABLE TO SLOW DOWN. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER AND REPAIRED. THE IDENTICAL FAILURE CONTINUED AFTER THE SERVICE REPAIR. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER ON A SEPARATE OCCASION. HOWEVER, THERE WERE NO REPAIRS PERFORMED TO CORRECT THE PROBLEM. THE MANUFACTURER WAS NOTIFIED AND RECOMMENDED THAT THE VEHICLE BE TAKEN TO THE DEALER FOR FURTHER INSPECTION. THE FAILURE MILEAGE WAS 6,000.

Additional Summary:

Date of Incident: 20100223
Toyota ID No.:
NHTSA ODI No.: 10316718
Vehicle Make 2009 TOYOTA COROLLA
Location of Incident: SCARSDALE, NY

NHTSA Summary:

TL*THE CONTACT OWNS A 2009 TOYOTA COROLLA. WHENEVER THE CONTACT ENGAGED THE ACCELERATOR PEDAL, SHE NOTICED THAT THE PEDAL WOULD PUSH AGAINST HER FOOT AND THE VEHICLE BEGAN TO SURGE WITHOUT WARNING. THE CONTACT ALSO NOTICED THAT THE FAILURE ALSO OCCURRED WHEN THE PEDAL WAS NOT DEPRESSED. PRIOR TO THE RECENT FAILURE THE VEHICLE WAS REPAIRED PER RECALL NHTSA CAMPAIGN ID NUMBER: 10V017000 AND 10V023000 PERFORMED ON HER VEHICLE. THE CURRENT AND FAILURE MILEAGES WERE 33700.

Additional Summary:

Date of Incident: 20100224
Toyota ID No.:
NHTSA ODI No.: 10316610
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: BOYTON BEACH, FL

NHTSA Summary:

TL*THE CONTACT OWNS A 2009 TOYOTA CAMRY. THE CONTACT WAS DRIVING INTO A PARKING SPACE, APPROXIMATELY 2 MPH. THE VEHICLE SURGED FORWARD OVER A CURB AND CRASHED INTO A STORE. THE DRIVER SUSTAINED MINOR INJURIES. THE POLICE WAS CALLED TO THE SCENE. A POLICE REPORT WAS FILED. THE FAILURE OCCURRED TWO WEEKS AFTER THE RECALL REMEDY REPAIR WAS PERFORMED ON THE VEHICLE. THE NHTSA CAMPAIGN ID NUMBER WAS 10V017000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL). THE MANUFACTURER WAS NOTIFIED OF THE FAILURE WHICH THERE WAS NO RESOLUTION. THE

VEHICLE IS BEING REPAIRED AT THE OWNER'S EXPENSE. THE FAILURE MILEAGE AND VIN WERE UNAVAILABLE.

Additional Summary:

Date of Incident: 20100224
Toyota ID No.:
NHTSA ODI No.: 10317518
Vehicle Make 2007 TOYOTA TUNDRA
Location of Incident: KELLER, TX

NHTSA Summary:

I HAD MY 2007 TUNDRA INTO TEXAS TOYOTA FOR WARRANTY WORK. THEY INSTALLED THE "RECALL" FIX. (I NEVER HAD ANY TROUBLE BEFORE THE "RECALL FIX") SINCE THE "FIX," I HAVE HAD 1 ACCELERATION WHEN I TOOK MY FOOT OFF THE ACCELERATOR, AND MANY SHORT BURST WHILE I WAS DRIVING.

Additional Summary:

Date of Incident: 20100224
Toyota ID No.:
NHTSA ODI No.: 10316627
Vehicle Make 2009 TOYOTA COROLLA
Location of Incident: TROY, OH

NHTSA Summary:

TL*THE CONTACT OWNS A 2009 TOYOTA COROLLA. THE CONTACT WAS DRIVING APPROXIMATELY 3 MPH INTO THE DRIVEWAY WHEN THE ACCELERATOR PEDAL BECAME STUCK. THE MANUFACTURER INFORMED THE CONTACT TO LET A DEALER INSPECT THE VEHICLE. THE DEALER WAS CALLED AND HAD THE VEHICLE TOWED TO THE DEALERSHIP. THE DEALER INSPECTED THE VEHICLE AND WAS UNABLE TO DIAGNOSE THE FAILURE. THE CONTACT WAS CONCERNED SINCE HE HAS NOT HAD ANY PROBLEMS WITH THE VEHICLE UNTIL THE DEALER REPAIRED IT UNDER THE RECALL FOR THE ACCELERATOR PEDAL 9 DAYS BEFORE THE FAILURE OCCURRED. THE FAILURE MILEAGE WAS 12400 AND THE CURRENT MILEAGE 12491 .

Additional Summary:

Date of Incident: 20100225
Toyota ID No.:
NHTSA ODI No.: 10317367
Vehicle Make 2006 TOYOTA AVALON
Location of Incident: MERIDIAN, MS

NHTSA Summary:

I OWN A 2006 TOYOTA AVALON. BEFORE THE RECALLS THERE WAS ONLY TWO OCCASIONS WHERE MY VEHICLE ACCELERATION MALFUNCTIONED SLIGHTLY. ON THURSDAY FEBRUARY 25, 2010 I HAD THE RECALL REPAIRS COMPLETED, AND NOW MY VEHICLE ACCELERATION MALFUNCTIONS EVERY TIME I DRIVE IT. I ALMOST HIT ANOTHER CAR MOVING UP AT A STOP SIGN BECAUSE MY VEHICLE TOOK OFF WHEN I PRESSED SLIGHTLY ON THE PEDAL. THE BRAKES ARE NOW MALFUNCTIONING, WHERE IT DOESN'T STOP UPON PRESSING THE BRAKES.

Additional Summary:

Date of Incident: 20100225
Toyota ID No.:
NHTSA ODI No.: 10315232
Vehicle Make 2008 TOYOTA AVALON
Location of Incident: ATLANTA, GA

NHTSA Summary:

2008 TOYOTA AVALON WAS RECALLED TO REPLACE A GAS PEDAL. THE CAR WAS TAKEN IN TO THE TOYOTA DEALER FOR THE SAID REPAIR. IT TOOK 4 HOURS. A FEW DAYS LATER THE CAR WAS IN REVERSE AND WAS SLOWLY BACKING OUT OF A RESIDENTIAL CARPORT WHEN IT ACCELERATED ON ITS OWN AND THE CAR DID ABOUT 3 LOOPS AROUND THE GARAGE AREA OF THE HOME CAUSING DAMAGE TO THE CAR, BENCHES, TREE, BUSHES, LAMP POST, ETC. THIS HAPPENED AFTER THE RECALLED DEFECT WAS REPAIRED. OWNER OF VEHICLE PUT IN CLAIM TO HER OWN INSURANCE COMPANY, PUT IN A CALL TO THE 800 TOYOTA NUMBER AND HAD CAR TOWED TO WHERE SHE PURCHASED THE CAR. EVERYONE SEEMS CONCERNED, BUT ONLY WANTS TO REPAIR THE DAMAGE TO THE CAR RATHER THAN GET TO THE ROOT OF THE PROBLEM. WE THOUGHT TOYOTA HAD THE FIX, BUT APPARENTLY NOT SINCE ACCELERATING AND GOING OUT OF CONTROL ON AN ACCELERATED PACE.

Additional Summary:

Date of Incident: 20100225
Toyota ID No.:
NHTSA ODI No.: 10317039
Vehicle Make 2009 TOYOTA TACOMA
Location of Incident: MARSHALLTOWN, IA

NHTSA Summary:

I EXPERIENCED A CASE OF UNCONTROLLABLE ACCELERATION IN MY 2009 TOYOTA TACOMA. IT OCCURED ON FEB 25, 2010. I STARTED MY VEHICLE IN MY GARAGE NORMALLY. MY FOOT IS ON THE BRAKE. I LET IT IDLE FOR A SHORT WHILE UNTIL THE IDLE RATE WENT UNDER 1500 RPMS. I SHIFTED IT INTO REVERSE AND THE IDLE SPEED WENT UNDER 1000 RPMS.

FOOT IS STILL ON THE BRAKE. I LET IT BACK OUT OF THE GARAGE ONTO THE DRIVEWAY AND THEN ONTO THE STREET TURNING THE WHEEL PARTIALLY TO ALIGN MYSELF INTO THE STREET TO BEGIN TO DRIVE AWAY. FOOT IS STILL ON THE BRAKE WHEN I SHIFTED INTO DRIVE. AS SOON AS I SHIFTED INTO DRIVE IT ACCELERATED UNCONTROLLABLY. MY FOOT IS STILL ON THE BRAKE , BUT I REALIZE THAT THE BRAKE WILL NOT STOP IT. I HAD TO MAKE A QUICK TURN TO AVOID RUNNING ONTO THE CURB/MAILBOX AND THEN I QUICKLY SHIFTED IT INTO NEUTRAL TO BRING IT TO A STOP. IT CAME TO A STOP AND I LOOK DOWN AT THE TRANSMISSION AND I ACTUALLY SHIFTED IT THROUGHT NEUTRAL INTO REVERSE. BUT, IT AT LEAST WAS STOPPED. I CONTACTED MY LOCAL TOYOTA DEALER IN AMES, IA AND THEY SAID TO BRING IT IN AND THEY WOULD TAKE A LOOK AT IT. I TOOK IT IN ON MAR 4, 2010. THEY SAID THEY RAN ALL SORTS OF DIAGNOSTICS ON IT AND IT CHECKED OUT FINE. THEY SAID THEY CONTACTED TOYOTA AND OPENED UP A CASE NUMER AND WOULD LET ME KNOW WHEN THEY KNEW SOMETHING MORE. MY VEHICLE WAS ON THE FLOOR MAT RECALL, BUT THE SAME DEALER LOOKED AT IT LAST YEAR AND SAID THE FLOOR MAT WAS FINE. IT WAS NOT ON THE FOOT PEDAL RECALL. I BELIEVE THIS IS AN ELECTRONIC PROBLEM THAT TOYOTA IS TRYING TO HIDE WITH THESE OTHER RECALLS. I HAVE NO CONFIDENCE THAT THIS PROBLEM WILL NOT OCCUR AGAIN AND BELIEVE TOYOTA NEEDS TO ADDRESS THIS ASAP.

Additional Summary:

Date of Incident: 20100225
Toyota ID No.:
NHTSA ODI No.: 10316883
Vehicle Make 2007 TOYOTA CAMRY
Location of Incident: BROCKTON, MA

NHTSA Summary:

I OWN A 2007 TOYOTA CAMRY THAT WAS PART OF THE GAS PEDAL RECALL WHERE SUDDEN ACCELERATION WAS PERIODICALLY HAPPENING WITH MY CAR. I HAD THE RECALL WORK DONE ABOUT 3 WEEKS AGO BUT ABOUT A WEEK AGO MY CAR WAS SPEEDING UP WHEN I DIDN'T EVEN HAVE THE GAS PEDAL DEPRESSED, I WAS AT A STOP LIGHT WITH MY FOOT ON THE BRAKE WHEN ALL OF A SUDDEN THE CAR WAS TRYING TO ACCELERATE ON ME! THERE HAVE BEEN 2 MORE OCCURANCES OF THIS SINCE THEN AND I DON'T BELIEVE THEIR REPAIRS WORKED OR ITS THE COMPUTER OR ELECTRICAL OR SOMETHING, I CALLED THE DEALER AND THEY ARE HAVING ME BRING IT BACK IN BUT THEY AREN'T SURE WHAT ELSE CAN BE DONE SINCE THEY ALREADY FIXED THE RECALLED PEDAL. YOU NEED TO HAVE TOYOTA DO MORE, IT CLEARLY WAS WHAT THEY INSISTED IT WAS.

Additional Summary:

Date of Incident: 20100225
Toyota ID No.:
NHTSA ODI No.: 10319194
Vehicle Make 2010 TOYOTA CAMRY
Location of Incident: EXTON, PA

NHTSA Summary:

TL- THE CONTACT HAS A 2010 TOYOTA CAMRY. THE CONTACT STATED THAT THEY HAD THE VEHICLE REPAIRED AND THE FAILURE STILL OCCURRED. THE CONTACT HAD NOT EXPERIENCED THE ACCELERATION PROBLEM BEFORE HAVING THE REPAIR DONE, BUT IS NOW HAVING THE PROBLEM BOTH IN DRIVE AND REVERSE. THE DEALER GAVE THE CONTACT LETTER STATING THAT THE VEHICLE NEEDED TO BE WARMED UP LONGER THAN IN THE PAST. THE VEHICLE NOW HAS AN ELECTRONIC SENSOR THAT LEARNS THE DRIVERS HABBITS. THE VEHICLE FAILURE MILEAGE WAS 95000 AND THE CURRENT MILEAGE WAS 10000. RL

Additional Summary:

Date of Incident: 20100225
Toyota ID No.:
NHTSA ODI No.: 10324380
Vehicle Make 2009 LEXUS ES350
Location of Incident: HOUSTON, TX

NHTSA Summary:

I AM REQUESTING THAT DOT NHTSA INVESTIGATE THE DRIVER'S CONTRIBUTION TO UNINTENDED ACCELERATION (UA) DUE TO PROGRAMMING CODE ERROR. I AM DRIVING AT 40 MPH. I SEE SIGNAL LIGHT TURNING RED. I TOOK MY FOOT OFF ACCELERATOR. THE CAR IS COASTING. WHEN SPEED REACHED 20 MPH, THE CAR SUDDENLY STARTED ACCELERATING. I STEPPED ON THE BRAKE. CAR STARTED SLOWING DOWN. I REPORTED THIS TO LEXUS HEADQUARTER ON 03-01-10 (LEXUS INCIDENT.) I WAS ASKED TO DROP OFF MY CAR AT DEALER ON 03-30-2010 SO THAT FIELD TECHNICAL SPECIALIST CAN INVESTIGATE. I WAS ASKED TO PICK UP MY CAR ON 03-31-10. I REQUESTED COPY TECHNICIANS FINDINGS AND REPORT. AS PER TECHNICIAN'S REPORT, "WE WERE ABLE TO DUPLICATE HIS CONCERN. WHAT IS HAPPENING IS THAT AS THE VEHICLE SLOWS DOWN THE TORQUE CONVERTER LOCK UP IS TURNING OFF. THIS REDUCES THE AMOUNT OF ENGINE BRAKING AND GIVES THE FEELING THAT THE VEHICLE HAS SPED UP. WE COMPARED THIS TO ANOTHER ES350 AND IT HAS THE SAME CHARACTERISTICS. NO REPAIRS MADE, VEHICLE IS OPERATING AS DESIGNED." I WROTE LEXUS HEAD-QUARTER AGAIN SAYING, "THIS IS NOT A FEELING I EXPERIENCED. IT IS A REAL ISSUE. I NOTICED SPEEDOMETER READING RISING." I RECEIVED A PHONE CALL FROM LEXUS HEADQUARTER INDICATING THERE IS NOTHING MORE THEY CAN DO. I ASKED, "CAN YOUR TECHNICIAN REPEAT

THE TEST WITH ME IN THE CAR WITH HIM?". THEY SAID, "IT IS NOT NECESSARY". SINCE MY FOOT WAS NOT ON ACCELERATOR OR BRAKE WHEN CAR STARTED ACCELERATING, I SUSPECT PROGRAMMING CODE ERROR. MY CAR WAS ALREADY REPAIRED DURING SAFETY RECALL BY LEXUS SOME TWO MONTHS AGO. SO, THIS IS NOT A STUCK ACCELERATOR ISSUE. I REQUEST YOUR ASSISTANCE IN HAVING LEXUS REPEAT THIS TEST WITH ME INSIDE THE CAR TO WITNESS THEIR TEST. THEY HAVE REFUSED TO DO THIS. CAR WAS PURCHASED BRAND NEW FROM STERLING MCCALL LEXUS, HOUSTON IN DECEMBER 08. IT IS LEXUS 2009, ES 350. CAR IS BARELY USED SINCE WE BOUGHT IT 16 MONTHS AGO. IT HAS 3,300 MILES ON IT. ALL ROUTINE REQUIRED MAINTENANCE WAS PERFORMED BY DEALER. *TR

Additional Summary:

Date of Incident: 20100225
Toyota ID No.:
NHTSA ODI No.: 10315943
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: BUFFALO GROVE, IL

NHTSA Summary:

TOYOTA CAMRY POST RECALL FIX - ISSUES 1. TOYOTA CAMRY CAR SUDDENLY ACCELERATED AND BRAKES DID NOT WORK. CAR ENDED UP IN A DITCH AND NEEDED TO BE TOWED 2. TOYOTA CAMRY RECALL FIX WAS DONE 2 DAYS BEFORE THE INCIDENT. A METAL SHIN WAS INSERTED INTO ACCELERATOR ASSEMBLY PEDAL ALONG WITH CAR SOFTWARE (BREAK OVERRIDES ACCELERATOR). REALLY BAD CUSTOMER EXPERIENCE - NO QUICK RESPONSE TO THE ISSUE - HAVE ROADSIDE ASSISTANCE BUT WAS DENIED ANY TOWING CHARGER AT THE DEALERSHIP - NOBODY CALLED ME FOR 2 DAYS TO LET ME KNOW STATUS OF THE CAR - LOST MY KEYS AND KEPT ME WAITING

Additional Summary:

Date of Incident: 20100226
Toyota ID No.:
NHTSA ODI No.: 10314782
Vehicle Make 2010 TOYOTA COROLLA
Location of Incident: GREENFIELD, MA

NHTSA Summary:

PURCHASED MY 2010 TOYOTA COROLLA S IN JULY AND IT HAS BEEN RECALLED 3 TIMES. HAD ACCELERATOR PEDAL FIXED WEEKS AGO. YESTERDAY WHILE BRUSHING SNOW OFF CAR IT BEGAN TO REV AND ACCELERATOR PEDAL HAD DEPRESSED ITSELF AND STUCK. I HAD TO MANUALLY PULL UP THE PEDAL. I USE THIS CAR FOR WORK AND DRIVE APPROX. 2500 MILES PER MONTH. I TRANSPORT CLIENTS AND CHILDREN. I

BOUGHT A TOYOTA FOR SAFETY AND RESALE VALUE! I DO NOT FEEL SAFE IN THIS CAR. I HAVE TRIED TO TRADE IT IN AND DEALERS WILL NOT TAKE IT. IT IS UNSELLABLE AND UNSAFE. I WANT TOYOTA TO TAKE THIS CAR AND GIVE ME MY MONEY BACK. IT IS A BAD PRODUCT!

Additional Summary:

Date of Incident: 20100226
Toyota ID No.:
NHTSA ODI No.: 10317725
Vehicle Make 2009 TOYOTA COROLLA
Location of Incident: BROOKLYN, NY

NHTSA Summary:

TL* THE CONTACT OWNS A 2009 TOYOTA COROLLA. WHEN THE CONTACT ATTEMPTED TO PLACE THE VEHICLE INTO DRIVE FROM PARK GEAR, THE VEHICLE SUDDENLY ACCELERATED WITHOUT WARNING CAUSING THE VEHICLE TO CRASH INTO AN EMBANKED OF SNOW. IN ORDER TO THE STOP THE ACCELERATION THE VEHICLE HAD TO BE TURNED OF MANUALLY USING THE IGNITION SWITCH. NO ONE WAS INJURED AND A POLICE REPORT WAS NOT FILED. PRIOR TO THE RECENT FAILURE THE CONTACT HAD THE RECALL NHTSA CAMPAIGN ID NUMBER: 10V017000 AND 10V023000 PERFORMED ON THE VEHICLE. THE VEHICLE HAD NOT BEEN DIAGNOSED BY THE DEALERSHIP AND THERE WERE NO PRIOR WARNINGS. THE CURRENT AND FAILURE MILEAGES WERE 5000.

Additional Summary:

Date of Incident: 20100226
Toyota ID No.:
NHTSA ODI No.:
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: , FL

NHTSA Summary:

Additional Summary:

BRIAN SMITH'S PRWeb - Copies of the lawsuit can be obtained by calling the offices of West Palm Beach attorney Brian W. Smith of the law firm of Smith & Vanture, LLP at (561) 684-6330. Mr. Smith may also be contacted via the firm's web site:
www.smithvanture.com

"A Florida couple has filed a law suit against Toyota and their local dealership for serious injuries that they sustained when their recalled 2009 Toyota Camry, which had supposedly been "fixed" by their dealer, suddenly accelerated into an intersection, causing their vehicle to crash into other vehicles."

Date of Incident: 20100226
Toyota ID No.:
NHTSA ODI No.: 10327454
Vehicle Make 2010 TOYOTA COROLLA
Location of Incident: IRVINGTON, NJ

NHTSA Summary:

TOYOTA SAFETY CONCERN *GR THE CONSUMER STATED THE ACCELERATOR PEDAL REINFORCEMENT BAR WAS INSTALLED IN THE VEHICLE. HOWEVER, THREE WEEKS LATER, WHEN ATTEMPTING TO STOP AT AN INTERSECTION, THE VEHICLE CONTINUED TO ACCELERATE THROUGH THE INTERSECTION. *JB

Additional Summary:

Date of Incident: 20100226
Toyota ID No.:
NHTSA ODI No.: 10327399
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: GLENVIEW, IL

NHTSA Summary:

2009 TOYOTA CAMRY. CONSUMER STATES PROBLEM WITH FLOOR MAT AND GAS ACCELERATOR *TGW THE CONSUMER STATED THREE DAYS AFTER THE RECALL WAS PERFORMED, THE VEHICLE SUDDENLY ACCELERATED AND THE CONSUMER CRASHED INTO HER GARAGE DOOR. *JB

Additional Summary:

Date of Incident: 20100226
Toyota ID No.:
NHTSA ODI No.: 10315028
Vehicle Make 2009 TOYOTA MATRIX
Location of Incident: ASHTABULA, OH

NHTSA Summary:

I HAVE A 2009 TOYOTA MATRIX. I PURCHASED IT IN NOVEMBER OF 2008. IN OCTOBER OF 2009 THE CAR HAD ROUGHLY 7000 MILES ON IT. I EXPERIENCED MY FIRST INCIDENT OF UNINTENDED ACCELERATION. I DROVE UP A HILL TO A STOP SIGN AND AS I BRAKED THE CAR LURCHED FORWARD. I PUT BOTH FEET ON THE BRAKE AND PUT THE CAR IN NEUTRAL. I THOUGHT THAT I MIGHT HAVE SOME HOW HAD MY FOOT ON THE GAS, SO I DID NOT THINK IT WAS A SERIOUS CONCERN. HOWEVER, I HAD TWO MORE SIMILAR INCIDENTS IN THE FOLLOWING MONTHS. BOTH PULLING UP TO STOP SIGNS. BOTH TIMES I HEARD THE ENGINE START TO ACCELERATE AND WAS ABLE TO CONTROL IT. WHEN I HEARD ABOUT THE TOYOTA RECALL I IMMEDIATELY CALLED AND HAD MY CAR

SERVICED. THE TOYOTA DEALER DID RECALL WORK ON MY BRAKES AND GAS PEDAL ON FEBRUARY 10TH, 2010. ON FEBRUARY 26TH, I WAS DRIVING ABOUT 5 MPH IN A PARKING AREA WITH MY SON. I PUT MY FOOT ON THE BRAKE AND I FELT THE CAR PUSH FORWARD. I PUT MY OTHER FOOT ON THE BRAKE AS WELL. MY SON SAID "ITS DOING IT AGAIN MOM!" I PUT IT IN NEUTRAL AND WE BOTH HEARD THE ENGINE WIND OUT LIKE I HAD PUSHED THE GAS PEDAL TO THE FLOOR. THIS OBVIOUSLY MEANS THE RECALL "FIX" ISN'T WORKING! I CONTACTED MY DEALER AND AM GETTING A LOANER CAR. I AM VERY CONCERNED WHAT THIS MEANS IN TERMS OF FUTURE SAFETY AND MY MONETARY INVESTMENT IN THIS CAR.

Additional Summary:

Date of Incident: 20100226
Toyota ID No.:
NHTSA ODI No.: 10316643
Vehicle Make 2009 TOYOTA COROLLA
Location of Incident: CHARLOTTE, NC

NHTSA Summary:

TL* THE CONTACT OWNS A 2009 TOYOTA COROLLA. THE CONTACT STATED HE PUT THE VEHICLE IN REVERSE AND IT TOOK OFF WITH UNINTENDED ACCELERATION. THE RECALL REPAIR WAS DONE ON THE ACCELERATOR PEDAL BY INSTALLING A CHIP, HOWEVER THE ACCELERATION FAILURE HAD HAPPENED AGAIN. THE DEALER WAS CALLED AND THE DEALER INSTRUCTED THE CONTACT TO BRING THE VEHICLE BACK SO THE VEHICLE CAN BE INSPECTED . THE TOYOTA MANUFACTURE HAD NOT BEEN CALLED. THE FAILURE MILEAGE WAS 22,000.

Additional Summary:

Date of Incident: 20100227
Toyota ID No.:
NHTSA ODI No.: 10316563
Vehicle Make 2007 TOYOTA CAMRY
Location of Incident: SENOIA, GA

NHTSA Summary:

TL*THE CONTACT OWNS A 2007 TOYOTA CAMRY. THE CONTACT STATED THAT AFTER THE RECALL WAS REPAIRED FOR THE POWER TRAIN: CLUTCH ASSEMBLY: PEDAL LINKAGE, THE VEHICLE CONTINUED TO HAVE RAPID/SUDDEN ACCELERATION. THE CONTACT HAS NOT TAKEN THE VEHICLE BACK TO THE DEALER DUE TO THE HIGH VOLUME OF REPAIRS. THE CONTACT FEELS THAT THE REPAIR WILL NOT REMEDY THE ISSUE WITH THE STICKY PEDAL AND THE VEHICLE WAS UNSAFE TO DRIVE. THE FAILURE MILEAGE WAS 60,000.

Additional Summary:

Date of Incident: 20100227
Toyota ID No.:
NHTSA ODI No.: 10321854
Vehicle Make 2008 TOYOTA TUNDRA
Location of Incident: BALLSTON LAKE, NY

NHTSA Summary:

SUBJECT: UNINTENTIONAL ACCELERATION EVENT WITH 2008 TOYOTA TUNDRA, VIN # 5TBBV54148S505082, FOLLOWING RECALL TO INSERT ACCELERATOR PEDAL SHIM THE PURPOSE OF THIS LETTER IS TO DOCUMENT AND INFORM YOU OF AN UNINTENTIONAL ACCELERATION EVENT THAT I EXPERIENCED WITH MY 2008 TOYOTA TUNDRA ON THE AFTERNOON OF FEBRUARY 27, 2010. THE EVENT WAS EXPERIENCED WITHIN 10 MINUTES/3.5 MILES AFTER LEAVING THE DEALERSHIP FOLLOWING DEALER-SERVICE WORK THAT INCLUDED, AMONG OTHER ITEMS, IMPLEMENTATION OF THE TOYOTA RECALL TO INSERT THE ACCELERATOR PEDAL SHIM (SSC). THIS IS THE ONLY SUCH EVENT EXPERIENCED TO DATE WITH THIS TRUCK. THE EVENT WITH THE VEHICLE PARKED AND THE ENGINE IDLING NORMALLY (APPROXIMATELY 800 RPM), I PLACED MY FOOT ON THE BRAKE IN PREPARATION OF SHIFTING THE TRANSMISSION FROM PARK TO DRIVE. MY FOOT WAS WELL CENTERED ON THE BRAKE PEDAL AND NOT IN CONTACT AT ALL WITH THE THROTTLE PEDAL. THERE WAS NO CHANGE IN ENGINE SPEED AT THIS POINT. I THEN SHIFTED THE TRANSMISSION FROM PARK TO DRIVE. AS SOON AS THE DRIVE POSITION WAS ENGAGED, WITH MY FOOT UNCHANGED FROM ITS FIRM POSITION ON THE BRAKE PEDAL, THE ENGINE SPEED IMMEDIATELY WENT TO FULL THROTTLE. AS I HEARD THE ENGINE SPEED UP, I APPLIED FULL PRESSURE TO THE BRAKE TO HOLD THE VEHICLE IN ITS STATIONARY POSITION. THE REAR WHEELS BROKE LOOSE FROM THE PAVEMENT AND BEGAN SPINNING; HOWEVER, THE VEHICLE REMAINED STATIONARY, HELD BY THE BRAKING OF THE FRONT WHEELS. FORTUNATELY, THE PAVEMENT WAS WET, WHICH FACILITATED THE REAR WHEELS LOSING TRACTION WITH THE PAVEMENT. I IMMEDIATELY TURNED THE IGNITION OFF WHILE THE DRIVE POSITION WAS STILL ENGAGED. ONCE THE ENGINE WAS SHUT DOWN, I PLACED THE TRANSMISSION IN THE PARK POSITION. AS I NEVER HAD A CHANCE TO PLACE MY FOOT ON THE THROTTLE PEDAL BEFORE THE EVENT OCCURRED, IT WAS NOT MECHANICAL IN NATURE AND CAN ONLY BE ATTRIBUTED TO AN ELECTRICAL/CONTROL ISSUE.

Additional Summary:

Date of Incident: 20100227
Toyota ID No.:

NHTSA ODI No.: 10315071
Vehicle Make 2007 TOYOTA CAMRY
Location of Incident: GRETNA, NE

NHTSA Summary:

TL*THE CONTACT OWNS A 2007 CAMRY XLE. THE CONTACT STATED THAT HIS VEHICLE WAS FIXED FOR THE ACCELERATOR RECALL ON FEBRUARY 22, 2010. WHILE DRIVING 10 MPH OR LESS, THE DRIVER NOTICED THAT HER RPMS STARTED INCREASING. WHEN SHE TOOK HER FOOT OFF OF THE BRAKE PEDAL, THE VEHICLE IMMEDIATELY ACCELERATED ON IT'S OWN. THE CONTACT STATED THAT SHE WAS ABLE TO SAFELY DRIVE TO A FRIENDS HOME THAT WAS NEARBY; HOWEVER, SHE OBSERVED THE ACCELERATOR RELEASE AND THEN WATCHED IT IMMEDIATELY GO DOWN TO THE FLOOR ON ITS OWN. THE DEALER WAS CONTACTED ABOUT THIS FAILURE. THE DEALER WAS DIAGNOSING THE FAILURE WHEN THE COMPLAINT WAS FILED. THE VIN WAS UNKNOWN. THE CURRENT AND FAILURE MILEAGES WERE 65,000.

Additional Summary:

Date of Incident: 20100227
Toyota ID No.:
NHTSA ODI No.: 10317202
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: WHITTIER, CA

NHTSA Summary:

TL* THE CONTACT OWNS A 2009 TOYOTA CAMRY. THE CONTACT WAS DRIVING APPROXIMATELY 55 MPH. THERE WAS A SUDDEN ACCELERATION WITHOUT WARNING, FOLLOWED BY 10 SECOND WAITING PERIOD BEFORE FUNCTIONING NORMALLY. THE VEHICLE HAD PRIOR RECALL REPAIRS PERFORMED UNDER NHTSA CAMPAIGN ID NUMBERS 09V388000 (VEHICLE SPEED CONTROL; ACCELERATOR PEDAL) AND 10V017000 (VEHICLE SPEED CONTROL; ACCELERATOR PEDAL). THE RECALL REMEDY FAILED TO CORRECT THE SAFETY DEFECT. THE CURRENT AND FAILURE MILEAGES WERE 36,000.

Additional Summary:

Date of Incident: 20100228
Toyota ID No.:
NHTSA ODI No.: 10316820
Vehicle Make 2006 TOYOTA AVALON
Location of Incident: PORTLAND, OR

NHTSA Summary:

TL* THE CONTACT OWNS A 2006 TOYOTA AVALON. THE CONTACT HAD THE REPAIR DONE ON FEB 17TH FOR THE RECALL ON THE ACCELERATOR PEDAL. THE CONTACT DID NOT HAVE A PROBLEM UNTIL THE REPAIR WAS

DONE, WHICH WAS THE PLACEMENT OF A METAL SHIM THAT WAS PUT UNDER THE ACCELERATOR PEDAL. ON FEBRUARY 28 THERE WAS AN UNINTENDED ACCELERATION WITH THE VEHICLE. THE CONTACT WAS PARKING THE VEHICLE AND WHILE BACKING UP THE VEHICLE ACCELERATED, HE THEN SHIFTED THE VEHICLE INTO DRIVE AND IT WENT FORWARD AND HIT THE VEHICLE IN FRONT OF HIM. THE CONTACT THEN PUT THE VEHICLE IN NEUTRAL AND TURNED THE IT OFF AND IT STOPPED. THE VEHICLE DID NOT STOP REVVING UP UNTIL IT WAS TURNED OFF. NO ONE WAS INJURED, THERE WAS ONLY BUMPER DAMAGE. A POLICE OFFICER WAS THERE AND HE TOOK A REPORT. THE VEHICLE WAS TOWED TO THE DEALER AND CONTACT WAS TOLD TO FILE A CLAIM,#1003101250. THE FAILURE MILEAGE WAS 31,859.

Additional Summary:

Date of Incident: 20100228
Toyota ID No.:
NHTSA ODI No.: 10316165
Vehicle Make 2008 TOYOTA CAMRY
Location of Incident: SCOTTSDALE, AZ

NHTSA Summary:

I HAVE A 2008 CAMRY SE WHICH I TOOK IN FOR THE FLOORMAT AND ACCELERATION RECALLS. THE CAR STILL ACCELERATES WHEN I FIRST START IT. I CAN DRIVE UP TO 30 MILES AN HOUR WITH OUT APPLYING GAS. THE DEALER HAS WORKED ON THE CAR MUTIPLE TIMES AND CAN NOT SOLVE THE PROBLEM. INCIDENT DATE IS THE LAST TIME IT HAPPENED. IT HAPPENS EVERY TIME THE CAR HAS SAT FOR AWHILE.

Additional Summary:

Date of Incident: 20100228
Toyota ID No.:
NHTSA ODI No.: 10315365
Vehicle Make 2005 TOYOTA AVALON
Location of Incident: PONCE, PR

NHTSA Summary:

WHILE EN ROUTE FROM SAN JUAN TO PONCE, PR, I DECIDED TO USE THE CRUISE CONTROL ON MY TOYOTA AVALON 2005. IT WORKED VERY WELL, UNTIL I DECIDED TO USE THE RESUME SPEED OPTION OF THE CRUISE CONTROL. AS SOON AS THE RESUME MOVEMENT WAS ACTIVATED, THE CAR ACCELERATED SUDDENLY AND LUNGED FORWARD AT AN UNBELIEVEABLE RATE OF SPPED THAT SCARED US, AND I HAD TO DEPRESS THE BRAKE PEDAL TO DISENGAGE THE RESUME OPTION. THIS OCCURED TWICE AND THEN I OPTED FOR NOT USING THE CRUISE CONTROL AT ALL. RECENTLY MY CAR WAS SERVICED AT FURIEL TOYOTA

DEALER HERE IN PONCE, WHERE THE RECALL REQUIREMENTS FOR THE ACCELERATOR AND OIL HOSE WERE COMPLETED.

Additional Summary:

Date of Incident: 20100228
Toyota ID No.:
NHTSA ODI No.:
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: YONKERS, NY
NHTSA Summary:
Additional Summary:
PER ARTICLE IN THE JOURNAL NEWS -

"A 71-year-old man said his 2009 Toyota Camry unexpectedly accelerated and crashed through the door of his garage and then smashed through the brick wall in the rear of the structure.

The accident on Sunday left Evaristo Rios of Caroline Avenue with a broken rib and his daughter, Marilyn Quinones, 43, a passenger, with a bruised chest and in a neck brace after being taken to St. Joseph's Medical Center.

"It was like a torpedo, it went so fast," Quinones said. "I fainted inside the car. When I woke up, my father was screaming."

On Monday, the smashed garage door was still unstable and the Camry was inside, embedded into the wall that was cracking on the outside.

Rios said he took his car to Toyota on Vredenburg Avenue in Yonkers in December after getting a recall letter. He said they drove the car four miles, pulled the mats back in the driver's area and told him the car was all right.

Inside the busy service department Tuesday, the manager said all press inquiries were being handled by the corporate offices. A company spokesman said the company is conducting an investigation in response to sudden acceleration in the cars.

A Yonkers police report was taken of the incident that happened at 9:09 p.m. Sunday.

Quinones said she and her father were out running errands Sunday. Rios said that when they returned, he turned into his parking lot and the car started "flying." He said he tried stepping on the brake but could not stop and went right through the automatic door.

Rios, a retired roofer, said the same thing happened on the Saw Mill River Parkway in Yonkers last year. The car raced off, and he could not stop it. By the time he did, he got a speeding ticket for going 72 mph, he said. The speeding ticket cost him \$110.

Date of Incident: 20100300
Toyota ID No.:
NHTSA ODI No.:
Vehicle Make 2007 TOYOTA CAMRY
Location of Incident: HENRICO, VA
NHTSA Summary:
Additional Summary:
PER NEWS ARTICLES:

HENRICO COUNTY POLICE HAVE GROUNDED A NUMBER OF TOYOTA CAMRY VEHICLES AFTER AN UNMARKED CAR HAD A SUDDEN ACCELERATION EVENT AFTER IT HAD BEEN RECALLED AND SUPPOSEDLY REPAIRED.

HENRICO POLICE ACKNOWLEDGED THE INCIDENT AND SAID THE VEHICLE HAS BEEN TAKEN OFF THE ROAD ALONG WITH ALL OTHER TOYOTA CAMRY MODELS IN THE DEPARTMENT.

THE VEHICLE IN QUESTION WAS MERGING INTO TRAFFIC AND ACCELERATED SLIGHTLY ABOVE THE SPEED LIMIT BEFORE SELF-CORRECTING. THERE WERE NO DAMAGES OR INJURIES.

Date of Incident: 20100301
Toyota ID No.:
NHTSA ODI No.: 10320730
Vehicle Make 2009 TOYOTA RAV4
Location of Incident: BALDWIN, NY
NHTSA Summary:

TL- THE CONTACT HAS 2009 TOYOTA RAV4. THE CONTACT HAD THE GAS PEDAL REPAIR DONE AND IS STILL HAVING THE ACCELERATION PROBLEM. WHILE BRAKING THE VEHICLE THE ENGINE STARTED TO RACE AND THE CALLER HAD TO PLACE THE VEHICLE IN NEUTRAL AND THEN THEY COULD TURN THE VEHICLE OFF. THE FAILURE MILEAGE WAS 4390 AND THE CURRENT MILEAGE WAS 4415. RL

Additional Summary:

Date of Incident: 20100301
Toyota ID No.:
NHTSA ODI No.: 10318266
Vehicle Make 2007 TOYOTA CAMRY
Location of Incident: NEW BERN, NC
NHTSA Summary:

WAS PARKING MY 2007 TOYOTA CAMRY IN PARKING LOT BETWEEN TWO CARS WHEN MY CAR SUDDENLY EXCELERATED CAUSING ME TO HIT TWO CARS IN THE SPACES ADJACENT TO THE PARKING SPACE I WAS ENTERING. THESE CARS WERE IN FRONT OF THE SPACE I WAS ENTERING. THIS OCCURED AFTER RECALL REPAIRS TO THE GAS PEDAL WERE MADE ON 2/11/10.

Additional Summary:

Date of Incident: 20100301
Toyota ID No.:
NHTSA ODI No.: 10316346
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: WALDORF, MD

NHTSA Summary:

ON MARCH 1 AT 5:15PM I WAS ON I-295 HEADED HOME AND MY 2009 TOYOTA CAMRY LE ACCELERATED AFTER I HAD ALL THREE RECALLS DONE AT THE TOYOTA OF WALDORF. AS I WAS COMING UP TO A S500 MERCEDEZ I ATTEMPTED TO SLOW MY CAR DOWN ONCE I PRESSED THE BRAKE, I FELT THE CAR SWITCHED TO A HIGHER GEAR, I CONTINUES TO PRESS THE BRAKE AS HARD AS I COULD, FINALLY I PULLED OFF THE ROAD TO THE LEFT INTO THE GRASS WHERE I THEN THREW IT IN NEUTRAL TIL IT SLOWED DOWN. I THEN CUT IT OFF AND CALLED TOYOTA TO COMPLAIN. THE SERVICE MANAGER ASKED WOULD I LIKE IT TOWED AND I REPLIED " WHAT DO YOU THINK?" I EXPLAINED TO HER THAT I HAD ALL THE RECALLED DONE ON MY CAR AND I DON'T UNDERSTAND HOW THIS HAPPENED. AFTER THEY TOWED MY CAR THE NEXT MORNING I CALLED TO COMPLAIN TO THE GM THEY THEN TRANSFER ME OVER TO ANOTHER SERVICE MANAGER AFTER I WAITED FOR THE GM FOR SEVERAL MINUTES. THIS SERVICE MANAGER TELLS ME THEY ARE TRYING TO FIGURE OUT WHATS WRONG AND OFFERED ME A RENTAL CAR. I WENT TO PICK UP THE RENTAL AND I REALIZED AFTER I GOT HOME THAT THERE WERE SEVERAL DIFFERENT MODELS NOT JUST MINE THAT WERE INVOLVED IN THIS RECALL SO I DECIDED TO LOOK UP THIS 2010 TACOMA THAT THEY GAVE ME AND SURE ENOUGH IT WAS ON THE LIST. I DECIDED TO PARK THIS CAR AND RIDE TO THE METRO WHICH DROPS ME OFF HALF OF A MILE FROM MY JOB. I WOULD RATHER TAKE THIS HASSLE THAN TO DRIVE ANY OF THESE RECALL VEHICLES FROM TOYOTA. I HAVE A FAMILY THAT I HAVE TO PROTECT AND IF THIS IS HOW THE "TOYOTA FAMILY" CARE FOR ITS CUSTOMERS THEN I CHOOSE TO NOT DEAL WITH THIS "FAMILY" IN THE FUTURE. I AM REQUESTING FROM TOYOTA THAT THEY PUT ME IN A CAR OF EQUAL VALUE EVEN IF ITS USED AND ONE THAT IS NOT ON THE RECALL LIST. TO ALL THAT HAVE A RECALL MODEL FROM TOYOTA I RECOMMEND THAT YOU BE VERY CAUTIOUS OF THE REPAIRS DONE AND DRIVE EVEN SAFER THAN BEFORE. I HAVE BEEN ON THE PHONE TWICE TODAY WITH THE CORPORATE OFFICE ATTEMPTING TO

SPEAK WITH SOMEONE AND BOTH TIMES I WAS PLACED ON HOLD FOR 30 MINUTES AND STILL COULDN'T REACH ANYONE.

Additional Summary:

Date of Incident: 20100301
Toyota ID No.:
NHTSA ODI No.: 10317145
Vehicle Make 2008 TOYOTA TUNDRA
Location of Incident: BLACK HAWK, CO

NHTSA Summary:

I HAVE 2008 TUNDRA THAT WAS RECALLED FOR 'ACCELERATION PROBLEMS' AND OSTENSIBLY FIXED, ALTHOUGH I HAD NEVE EXPERIENCED "ANY" PROBLEMS. NOW THAT IS HAS "BEEN FIXED" I DO HAVE A PROBLEM. FROM A STAND-STILL POSITION, I WILL DEPRESS THE ACCELERATOR AND NOTHING HAPPENS. ALL OF A SUDDEN THE ACCELERATOR WILL ENGAGE CAUSING MY TRUCK TO, ALL OF A SUDDEN, JUMP (ACCELERATE). IT DOESN'T HAPPEN ALL THE TIME....BUT I'M AFRAID THAT IT COULD HAPPEN AT A STOP LIGHT WHERE I WISH TO BEGIN FORWARD - NO RESULTS AND THEN A POSSIBLE SURGE WHERE I COULD POSSIBLE HIT A VEHICLE IN FRONT OF ME.

Additional Summary:

Date of Incident: 20100301
Toyota ID No.:
NHTSA ODI No.: 10316602
Vehicle Make 2009 TOYOTA COROLLA
Location of Incident: PORT ST. LUCIE, FL

NHTSA Summary:

2009 TOYOTA COROLLA-VIN# 1NXBU40E49Z055939. ON 02/13/10 I BROUGHT MY CAR IN FOR THE RECALL WITH THE GAS PEDDLE,THEY INSTALLED THE ACCELERATOR REINFORCEMENT BAR INSTALLATION. I IDD N OT HAVE A GAS PEDDLE PROMBLE BUT BROUGHT THE CAR IN BECAUSE OF THE RECALL. SINCE THEN I NOW HAVE A PROBLEM WHEN I COME TO A FULL STOP AND PUSH DOWN ON GAS PEDDLE TO GO MY PEDDLE GETS STUCK I NEED TO PRESS HARD TO GET IT MOVING WHICH I NEVER HAD THIS BEFORE. I CALLED TOYOTA TODAY ABOUT THIS PROBLEM AND I HAVE A APP. MARCH 11/10 TO CHECK IT OUT.

Additional Summary:

Date of Incident: 20100301
Toyota ID No.:
NHTSA ODI No.: 10316441
Vehicle Make 2010 TOYOTA COROLLA

Location of Incident: DE PERE, WI

NHTSA Summary:

1. REGULAR DRIVING UNDER NORMAL CONDITION, SOMETIMES FOR SEVERAL MINUTES, SOMETIMES FOR A FEW SECONDS. 2. SPEED CONTROL DOES NOT SEEM TO BE CONSISTENT. RPM METER WOULD GO ABOVE NORMAL 2000 REVS PER MINUTE EVEN WHEN THE CAR IS IN NEUTRAL. 3. WAS REPAIRED BY DEALER AS PART OF THE GAS PEDAL RECALL. THE PROBLEM CONTINUES. 4. I DO NOT THINK IT HAS TO DO WITH THE GAS PEDAL, IT APPEARS TO BE A PROBLEM WITH THE THROTTLE CONTROL AS THE RPM METER CLEARLY SHOWS THE REVS ARE WAY HIGHER THAN NORMAL. IN FACT, AFTER THE GAS PEDAL RECALL REPAIR, OUR 4 MONTHS CAR NOW BURNS MORE GAS THAN BEFORE.

Additional Summary:

Date of Incident: 20100301

Toyota ID No.:

NHTSA ODI No.: 10316605

Vehicle Make 2005 TOYOTA AVALON

Location of Incident: TRENTON, NC

NHTSA Summary:

TL* THE CONTACT OWNS A 2005 TOYOTA AVALON. HE TOOK THE VEHICLE TO THE DEALER MARCH 1, 2010 FOR THE ACCELERATOR REPLACEMENT. WITHIN TEN MINUTES OF PICKING THE VEHICLE UP FROM THE DEALER, WHILE DRIVING AT 25MPH AND ATTEMPTED TO TURN INTO A DRIVE WAY THE VEHICLE STARTED TO ACCELERATE. HE PUT HIS FOOT ON THE BRAKE BUT THE BRAKE PEDAL WAS HARD TO DEPRESS AND DID NOT RESPOND. HE PUT THE VEHICLE INTO NEUTRAL AND SHUT THE ENGINE OFF. HE WAS ABLE TO RESTART THE VEHICLE AND HE DROVE IT BACK TO THE DEALER. THE DEALER STATED IT MIGHT BE THE COMPUTER BECAUSE IT WAS RE-SEATED. HE HAD NOT DRIVEN THE VEHICLE SINCE MARCH 1ST. THE CONTACT STATED HE IS AFRAID HE WILL EXPERIENCE THE FAILURE AGAIN. THE DEALER TOLD HIM IF HE EXPERIENCED THE FAILURE AGAIN HE SHOULD PUT HIS RIGHT FOOT ON THE GAS PEDAL AND PUT HIS LEFT FOOT ON THE BRAKE. THIS WILL CAUSE THE GAS SUPPLY TO BE CUT OFF AND WILL CAUSE THE ENGINE TO SHUT OFF. THE FAILURE MILEAGE WAS 64,883 AND THE CURRENT MILEAGE WAS 64,900.

Additional Summary:

Date of Incident: 20100301

Toyota ID No.:

NHTSA ODI No.: 10314352

Vehicle Make 2008 TOYOTA TUNDRA

Location of Incident: PLYMOUTH, PA

NHTSA Summary:

2008 TOYOTA TUNDRA. CONSUMER STATES FLOOR MAT ISSUES INTERFERING WITH THE OPERATION OF THE ACCELERATOR AND SLOW SHIFTING PROBLEMS***TGW** THE CONSUMER STATED HE PURCHASED A FULL SET OF ALL WEATHER MATS FROM THE DEALER DESIGNED FOR HIS TRUCK AND THE MAT STILL DID NOT PREVENT THE PEDAL FROM BECOMING TRAPPED UNDER THE MAT. THE RADIO WAS REPLACED DUE TO AN INTERNAL SHORT. ***JB**

Additional Summary:

Date of Incident: 20100302
Toyota ID No.:
NHTSA ODI No.: 10317608
Vehicle Make 2010 TOYOTA CAMRY
Location of Incident: SAINT PAULS, NC

NHTSA Summary:

MY WIFE OWNS A 2010 TOYOTA CAMRY, WHICH HAS BEEN TO A LOCAL DEALERSHIP FOR THE GAS PEDAL RECALL FIX. ON TUESDAY, MARCH 2ND, I WAS DRIVING HER CAMRY. I PLACED THE SHIFT LEVER IN DRIVE, TOOK MY FOOT OFF THE BRAKE, AND THE CAR SUDDENLY ACCELERATED AT WHAT SEEMED TO BE FULL THROTTLE. MY FOOT WAS NOT EVEN ON THE GAS PEDAL. I IMMEDIATELY HIT THE BRAKE, AND THE ACCELERATION ENDED, SO THE BRAKE OVERRIDE DID WORK. I RETURNED THE CAMRY TO THE DEALERSHIP, AND I WAS TOLD THAT THIS WAS NORMAL FOR A COLD ENGINE. THE ENGINE WAS NOT COLD WHEN THIS HAPPENED. I HAD JUST DRIVEN IT ABOUT 20 MILES JUST A FEW MINUTES BEFORE THE INCIDENT. I AM BEING TOLD THERE IS NOTHING WRONG WITH THE CAR, YET WE ARE DRIVING A LOANER CAR BECAUSE THE DEALERSHIP MANAGEMENT WANTS TO LOOK AT THE "ALLEGED PROBLEM" CLOSER

Additional Summary:

Date of Incident: 20100302
Toyota ID No.:
NHTSA ODI No.: 10316757
Vehicle Make 2007 TOYOTA CAMRY
Location of Incident: FITZGERALD, GA

NHTSA Summary:

TL*THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHILE THE CONTACT WAS DRIVING 30 MPH THE VEHICLE SUDDENLY BEGAN TO ACCELERATE CAUSING THE VEHICLE TO CRASH INTO A DITCH, THE VEHICLE WAS STILL ACCELERATING WHILE IT WAS STUCK IN THE DITCH WHICH CAUSED THE FRONT END OF THE VEHICLE TO CATCH ON FIRE. NO ONE WAS INJURED DURING THE INCIDENT. A POLICE REPORT WAS FILED. FOUR DAYS PRIOR TO THE RECENT INCIDENT THE CONTACT HAD TAKEN THE VEHICLE TO THE DEALERSHIP AND THE NHTSA CAMPAIGN ID NUMBER, 09V388000 AND

10V017000 WERE PERFORMED ON THE VEHICLE. THE CURRENT AND FAILURE MILEAGES WERE 26000.

Additional Summary:

Date of Incident: 20100302
Toyota ID No.:
NHTSA ODI No.: 10317713
Vehicle Make 2009 TOYOTA COROLLA
Location of Incident: DOWNEY, CA

NHTSA Summary:

TL* THE CONTACT OWNS A 2009 TOYOTA COROLLA XLE. THE CONTACT STATED THAT THE RE-ENFORCEMENT BAR WAS REPLACED ON THE GAS PEDAL AND THE VEHICLE IS STILL HAVING THE SAME ACCELERATION PROBLEMS. THE CONTACT STATED THAT WHEN THE GAS PEDAL IS RELEASED THE VEHICLE KEEPS ACCELERATING. THE CONTACT STATED THAT THE VEHICLE ACCELERATED FROM TIME TO TIME BEFORE THE REPAIR, NOW THE VEHICLE DOES IT ALL THE TIME. THE FAILURE AND CURRENT MILEAGES WAS 5000.

Additional Summary:

Date of Incident: 20100302
Toyota ID No.:
NHTSA ODI No.: 10322821
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: SIOUX FALLS, SD

NHTSA Summary:

HAVE HAD CONTINUOUS PROBLEMS SINCE MY 2009 CAMERY XLE GAS PEDAL RECALL WAS SUPPOSEDLY FIXED. I DIDN'T HAVE A SINGLE PROBLEM WITH IT BEFORE THE RECALL WAS DONE AND AM NOW AFRAID TO DRIVE THE CAR. THE GAS PEDAL HAS BEEN STICKING AND BINDING UP INTERMITTENTLY FOR THE PAST MONTH SINCE THE RECALL HAS BEEN "FIXED". TOYOTA SAYS THERE IS NOTHING ELSE THEY CAN DO.

Additional Summary:

Date of Incident: 20100302
Toyota ID No.:
NHTSA ODI No.: 10316042
Vehicle Make 2007 LEXUS ES350
Location of Incident: LOS ANGELES, CA

NHTSA Summary:

I DRIVE A LEXUS 350 2007 THAT WAS JUST PUT THROUGH THE RECALL REPAIR LAST WEEK. IT STILL ACCELERATES WITHOUT ME PUSHING THE

PEDAL. JUST SUDDENLY REVS UP. IT'S NOT THE PEDAL LIKE TOYOTA SAYS. THE PEDAL DOES NOT MOVE.

Additional Summary:

Date of Incident: 20100302
Toyota ID No.:
NHTSA ODI No.: 10316033
Vehicle Make 2010 TOYOTA COROLLA
Location of Incident: BUFORD, GA

NHTSA Summary:

TL*THE CONTACT OWNS A 2010 TOYOTA COROLLA. THE DRIVER STATED THAT THE RPMS INCREASED EXCESSIVELY WHILE DRIVING 35 MPH. THE DRIVER DEPRESSED THE BRAKE PEDAL AND THE VEHICLE ACCELERATED. A DIFFERENT DRIVER STATED THAT SHE WAS AT A TRAFFIC LIGHT AND AFTER DEPRESSING THE ACCELERATOR PEDAL LIGHTLY THE VEHICLE ACCELERATED. THE CONTACT WAS ALSO DRIVING 15 MPH AND THE VEHICLE FAILED TO COME TO A COMPLETE STOP AFTER SHE DEPRESSED THE BRAKE PEDAL. THE VEHICLE WAS A PART OF A RELATED RECALL; HOWEVER, THE DEALER HAD PERFORMED THE RECALL REPAIR PRIOR TO THE FAILURE. THE CONTACT DOES NOT AGREE THAT IT WAS REPAIRED SINCE SHE EXPERIENCED THE SURGE AFTER IT SHOULD HAVE BEEN REPAIRED. THE VIN WAS NOT AVAILABLE. THE FAILURE MILEAGE WAS 15000 AND THE CURRENT MILEAGE WAS 16000. UPDATED 03/09/10 *BF

Additional Summary:

Date of Incident: 20100302
Toyota ID No.:
NHTSA ODI No.: 10317624
Vehicle Make 2007 TOYOTA AVALON
Location of Incident: FRANKLIN, NJ

NHTSA Summary:

CAR WAS FIX FOR RECALL MY TOTOYTA AVLON 2007 BUT NOW HAVING ACCELERATON.

Additional Summary:

Date of Incident: 20100302
Toyota ID No.:
NHTSA ODI No.: 10316162
Vehicle Make 2009 TOYOTA COROLLA
Location of Incident: MILPITAS, CA

NHTSA Summary:

TL*THE CONTACT OWNS A 2009 TOYOTA COROLLA. WHEN THE BRAKES WERE APPLIED TO STOP THE VEHICLE, THE VEHICLE SUDDENLY BEGAN

TO ACCELERATE WITHOUT WARNING, IN ORDER TO STOP THE ACCELERATION THE CONTACT HAD TO PUMP THE BRAKES TWICE. RECALL ID NUMBER: 10V017000-VEHICLE SPEED CONTROL:ACCELERATOR PEDAL REPAIR WAS PERFORMED ON HIS VEHICLE PRIOR TO THE RECENT FAILURE. THERE WERE NO PRIOR WARNINGS. THE VEHICLE HAS NOT BEEN DIAGNOSED BY THE DEALER. THE CURRENT AND FAILURE MILEAGES WERE 19000.

Additional Summary:

Date of Incident: 20100302
Toyota ID No.:
NHTSA ODI No.: 10331735
Vehicle Make 2010 TOYOTA HIGHLANDER
Location of Incident: ELLENBURG DEPOT, NY

NHTSA Summary:

FOLLOW-UP LTR TO NHTSA RE 4/8/10 CORRESPONDENCE ON BEHALF OF RE INCIDENT OF SUDDEN UNINTENDED ACCELERATION AFTER RECALL FIX BY DEALER ON HER 2010 TOYOTA HIGHLANDER. *KB THE CONSUMER BECAME CONCERNED ABOUT THE RECENT ACCELERATOR PEDAL ISSUE AND CONTACTED THE DEALER TO SEE IF SHE COULD GET OUT OF THE LEASE. THE DEALER INFORMED HER THERE WAS A FIX TO THE PROBLEM, SO THE CONSUMER MADE AN APPOINTMENT ON FEBRUARY 15, 2010. ON MARCH 2, 2010 THE ACCELERATOR PEDAL BECAME STUCK MULTIPLE TIMES. TWICE, THE ACCELERATOR PEDAL STUCK WHEN TAKING OFF; IT WAS EXTREMELY HARD TO PUSH, TO THE POINT WHERE IT ACTUALLY WENT DOWN, AND THE VEHICLE JERKED. THEN ON THE WAY HOME, THE CONSUMER PUSHED THE BRAKE PEDAL DOWN TO SLOW DOWN AND NOTICED THE VEHICLE SEEMED TO BE GOING MUCH FASTER. SHE PUSHED HARDER AND HARDER ON THE BRAKE AND WHEN SHE LOOKED DOWN THE RPM'S WERE GOING STRAIGHT UP AND SHE WAS NOT SLOWING DOWN. SHE CONTINUED TO HOLD THE BRAKE PEDAL DOWN AND AFTER A FEW MINUTES THE BRAKES STARTED WORKING. THE CONSUMER CONTACTED THE DEALER THE NEXT DAY, BUT WAS INFORMED THERE WAS NOTHING THEY COULD DO SINCE THE FIX HAD ALREADY BEEN COMPLETED. *JB

Additional Summary:

Date of Incident: 20100302
Toyota ID No.:
NHTSA ODI No.: 10316966
Vehicle Make 2010 TOYOTA CAMRY
Location of Incident: HORSHAM, PA

NHTSA Summary:

MY VEHICLE HAS BEEN RECALLED AND "REPAIRED" - GAS PEDAL, FLOOR MAT, BRAKE OVERRIDE SYSTEM. PRIOR TO THE RECALL, THE GAS PEDAL WAS SLUGGISH AND I WOULD EXPERIENCE MINI, SUDDEN ACCELERATIONS. THERE HAS BEEN NO IMPROVEMENT SINCE THE REPAIRS (3/2/2010). IN FACT, IT APPEARS TO HAVE BECOME MORE FREQUENT, THE SUDDEN ACCELERATIONS ARE NOT DRAMATIC AND BRAKING DOES TAKE CARE OF THE PROBLEM.

Additional Summary:

Date of Incident: 20100302
Toyota ID No.:
NHTSA ODI No.: 10319164
Vehicle Make 2008 TOYOTA TUNDRA
Location of Incident: VALDOSTA, GA

NHTSA Summary:

TL- THE CONTACT OWNS A 2008 TOYOTA TUNDRA. WHILE THE CONTACT WAS DRIVING 65MPH WHILE USING THE CRUISE CONTROL THE CONTACT NOTICED THAT THE VEHICLE WAS TRAVELING FASTER THAN WHAT THE SPEEDOMETER WAS READING. PRIOR TO THE RECENT FAILURE THE CONTACT HAD TAKEN THE VEHICLE TO THE DEALERSHIP WERE RECALL NHTSA CAMPAIGN ID NUMBER: 09V388000 AND 10V017000 WERE PERFORMED ON THE VEHICLE. THE VEHICLE WAS TAKEN TO THE DEALERSHIP WERE THE CONTACT WAS INFORMED THAT THE FAILURE COULD NOT BE REPRODUCED, THE CURRENT AND FAILURE MILEAGES WERE 11000. BML

Additional Summary:

Date of Incident: 20100302
Toyota ID No.:
NHTSA ODI No.: 10316811
Vehicle Make 2009 TOYOTA COROLLA
Location of Incident: COLUMBIA, MO

NHTSA Summary:

TL* THE CONTACT OWNS A 2009 TOYOTA COROLLA. THE CONTACT STATED AFTER THE VEHICLE HAD BEEN REPAIRED FOR THE STICKY PEDAL RECALL. THE CONTACT CONTINUED TO EXPERIENCE THE UNINTENDED ACCELERATION FAILURE WITH THE VEHICLE . THE CURRENT AND FAILURE MILES WERE 4,000.

Additional Summary:

Date of Incident: 20100302
Toyota ID No.:
NHTSA ODI No.: 10317163

Vehicle Make 2007 TOYOTA AVALON

Location of Incident: NEW ROCHELLE, NY

NHTSA Summary:

THIS A FOLLOWUP TO A PRIOR COMPLAINT ODI NUMBER 10306728. MY TOYOTA AVALON WAS REPAIRED BY TOYOTA DCH IN MAMARONECK AND THE PEDAL PART ADDED, BUT THIS WEEK I AGAIN NOTED AN UNEXPECTED ACCELERATION, THIS TIME A LOW SPEED WHILE PULLING INTO A PARKING SPOT.

Additional Summary:

Date of Incident: 20100303

Toyota ID No.:

NHTSA ODI No.: 10322735

Vehicle Make 2010 TOYOTA COROLLA

Location of Incident: RADCLIFF, KY

NHTSA Summary:

I HAVE A RECALLED 2010 TOYOTA COROLLA THAT HAD THE SUDDEN ACCELERATION PROBLEM. I HAD A MINOR ACCIDENT ON MARCH 3RD 2010 THAT INVOLVED MY OTHER VEHICLHLE, AS I WAS PUTTING MY COROLLA INTO REVERSE & IT JUMPED HARD BACKWARDS LIKE IT WAS PROPELLED I HAD BARELY TAPPED THE GAS, THE DRIVERS SIDE REAR BUMPER HIT MY OTHER CAR THERE WAS NO DAMAGE TO THAT ONE BUT MY COROLLA SUBSTAINED A MINOR BUT BIG ENOUGH DENT TO THE LOWER BACK BUMPER, I CALLED THE POLICE MADE A REPORT AND NOW I AM WAITING ON SOMEONE FROM TOYOTA TO GET BACK TO MY HUSBAND AND I TO GET THIS COROLLA INSPECTED, IT CAN'T BE REPAIRED IN THE BACK UNTIL THAT IS DONE! MY HUSBAND HAS ON MANY OCCASIONS HIMSELF FELT THE CAR SURGE WHEN STEPPING ON THE PEDAL ITS HAPPENED TO HIM BACKING UP, GOING FORWARD AND DRIVING DOWN MAIN ROADS! MY CAR IS BRAND NEW THE VALUE OF IT AND WHAT WE PAY MAKES ME SICK TO EVEN KNOW THESE THINGS ARE HAPPENING! I LOVE MY TOYOTA AND HAD A BRAND NEW 2009 YARIS FOR YEAR BEFORE WE TRADED IT IN ON THIS! ANYHOW MY DEALER δFIXEDδ THE PEDAL BUT THE PROBLEM HAS HAPPENED SINCE THE FIX. I CONTACTED THE DEALER AND WAS TOLD THERE WAS NOTHING MORE THEY CAN DO. I HAVE CONTACTED TOYOTA AND THEY ARE SENDING SOMEONE TO INSPECT THE CAR. IF YOU CAN SEND SOMEONE TO INSPECT THE CAR, PLEASE CALL ME AT 270-304-7836 OR 270-352-3465. THANK YOU.

Additional Summary:

Date of Incident: 20100303

Toyota ID No.:

NHTSA ODI No.: 10321329

Vehicle Make 2010 TOYOTA COROLLA

Location of Incident: WOBURN, MA

NHTSA Summary:

TL - THE CONTACT OWNS A 2010 TOYOTA COROLLA. WHILE DRIVING 30 MPH DURING CLOUDY WEATHER CONDITIONS THE VEHICLE ACCELERATED. THE CONTACT THEN ENGAGED THE BRAKES HARD THE VEHICLE THEN STOPPED. THE INCIDENT HAPPEN AFTER THE RECALL REPAIR WAS DONE AT THE DEALER. THE MANUFACTURE HAS BEEN CONTACTED, THEY SUGGESTED THE VEHICLE BE TAKEN BACK TO THE DEALER. THE VEHICLE WAS CHECKED AGAIN BY THE DEALER AND THEY COULD NOT FIND A PROBLEM. THE FAILURE MILEAGE WAS 9,500. THE CURRENT MILEAGE WAS 10,000. VWB

Additional Summary:

Date of Incident: 20100303

Toyota ID No.:

NHTSA ODI No.: 10316958

Vehicle Make 2007 TOYOTA CAMRY

Location of Incident: ROSEVILLE, CA

NHTSA Summary:

2007 TOYOTA CAMRY LE CONTINUES TO HAVE RUNAWAY UNINTENDED ACCELERATION DESPITE THE VEHICLE UNDERGOING A SERIES OF MODIFICATIONS AT A TOYOTA DEALERSHIP IN AUBURN, CA. IT HAS HAPPENED PRIOR TO BE FIXED AND HAS HAPPENED ONCE SINCE BEING FIXED.

Additional Summary:

Date of Incident: 20100303

Toyota ID No.:

NHTSA ODI No.: 10319014

Vehicle Make 2008 TOYOTA CAMRY

Location of Incident: OMAHA, NE

NHTSA Summary:

TL- THE CONTACT OWNS A 2008 TOYOTA CAMRY. THE CONTACT WAS STOPPED AT A TRAFFIC LIGHT ON MARCH 3, 2010. THE CONTACT STATED THAT SHE PLACED HER FOOT ON THE ACCELERATOR PEDAL AND THE VEHICLE JERKED ,THEN IT ACCELERATED SLIGHTLY FORWARD. THE VEHICLE WAS TAKEN TO THE DEALER FOR DIAGNOSTIC AND TESTING. THE DEALER COULD NOT DUPLICATE THE PROBLEM. THE VEHICLE WAS TAKEN TO THE DEALER PRIOR FOR DIAGNOSTIC AND TESTING, ON FEBRUARY 2, 2010 FOR THE ACCELERATOR PEDAL. THE DEALER REPAIRED THE VEHICLE BY INSTALLING THE REINFORCEMENT BAR. THE CONTACT STATED THAT THE WEATHER WAS NICE AND DID NOT PLAY A FACTOR IN THE VEHICLE FAILURE. THE APPROXIMATE FAILURE MILEAGE 17,000. THE APPROXIMATE CURRENT MILEAGE IS 17,400. RG

Additional Summary:

Date of Incident: 20100303
Toyota ID No.:
NHTSA ODI No.: 10316227
Vehicle Make 2010 TOYOTA COROLLA
Location of Incident: HIGH POINT, NC

NHTSA Summary:

I DRIVE TOYOTA COROLA LS 2010. I WAS DRIVING TO WORK TODAY APPROXIMATELY WITH 45M/H. I WAS GETTING READY TO TAKE AN EXIT FROM THE HIGHWAY, I SAW COUPLE CARS WERE STOPED IN THE MIDDLE OF THE EXIT APROXIMATELY 100 METER AWAY FROM ME. I DECIDED TO REDUCE THE SPEED AND GET BACK TO THE HIGHWAY (TO GET AROUND THEM SO I CAN TAKE MY EXIT. I HIT MY BREAK SLIGHTLY TO SLOW DOWN MY CAR DID NOT EVEN CHANGE SPEED, I TRIES COUPLE TIMES NOTHING HAPPENED. THEN I DECIDED TO STEP ON THE BREAK ALL THE WAY MY CAR DID NOT CHANGE THE SPEED AT ALL IT WAS GOING AT THE SAME SPEED. MY CAR WAS TRAVELING STRAIGHT ROAD FOR 7-8 SECONDS, THEN I HAD TO MAKE A QUICK DECISION SO I WILL NOT HIT THE CARS THAT WAS ONFRONT OF ME (THEY WERE STOPED IN THE MIDDLE OF THE ROAD FOR SOME REASON) BECAUSE I WAS GETTING TOO CLOSE. I DECIDED TO GET BACK TO HIGHWAY SO I WILL NOT HIT ANYONE. BUT AFTER I TRIED TO GET BACK TO THE HIGHWAY I TOTALLY LOST MY CONROL OF THE CAR. THE CAR MOVED WITH NO CONTROL FOR SEVERAL SECONDS THEN I AND UP IN THE MIDDLE OF THE HIGHWAY. I WAS LUCKY EVERYONE WAS BEHIND ME AND THEY STAYED AWAY FROM MY CAR. I JUST TOOK MY CAR TO BE FIXED FROM THE STICKING ACCELERATION PROBLEM. I BELEIVE MY BREAKS DID NOT WORKED AT THAT POINT AND MY CAR WAS MOVING WITH THE SAME SPEED. AFTERWARD I WAS ABLE TO MOVE MY CAR AND MY BREAKS WERE WORKING. I AM WORRIED TO DRIVE THAT CAR. I DO NOT FEEL SAFE. I COULD OF HURT THE LADY AND HER KIDS THAT WERE BEHIND ME.

Additional Summary:

Date of Incident: 20100303
Toyota ID No.:
NHTSA ODI No.: 10316385
Vehicle Make 2008 TOYOTA CAMRY
Location of Incident: LEWISBURG, PA

NHTSA Summary:

I OWN A 2008 TOYOTA CAMRY THAT WAS ONE OF THE VEHICLES RECALLED. MY DEALER DID PROVIDE ME WITH A RENTAL CAR FOR THREE DAYS AND REPAIRED THE GAS PEDAL ON 2/05/10. TODAY - WHILE OUT ON THE HIGHWAY AND STARTING UP A SMALL HILL, WHEN I

TOUCHED THE GAS PEDAL - IT STARTED REVING UP REALLY LOUD, I IMMEDIATELY DID WHAT I HAVE BEEN TOLD TO DO - PUT THE BRAKE ON HARD AND FINALLY THE REVING STOPPED. THE CAR THEN STARTED TO DRIVE OK AGAIN. I AM CONCERNED THAT -- HAD I NOT PUT THE BRAKED ON HARD - THE CAR WOULD HAVE GONE OUT OF CONTROL. THIS IS NOT A NORMAL REACTION ! I DID CALL MY DEALER AND PLAN TO TAKE THE CAR BACK IN TOMORROW TO HAVE IT CHECKED AGAIN. I TRAVEL A GREAT DEAL AND AM WORRIED ABOUT MY SAFETY. I AM REPORTING THIS IN CASE THE UNFORSEEN SHOULD HAPPEN. ALSO - TO DATE - THERE HAS BEEN NO RESOLUTION TO THE CAR MAT ISSUE. UPDATED 03/09/10
*BF

Additional Summary:

Date of Incident: 20100303
Toyota ID No.:
NHTSA ODI No.: 10316805
Vehicle Make 2005 TOYOTA AVALON
Location of Incident: WATSONVILLE, CA

NHTSA Summary:

I TOOK MY 2005 TOYOTA AVALON TO THE DEALER TO GET FIXED FOR ITS RECALL AND WHEN I GOT IT BACK IT WAS WORSE THEN BEFORE IT ACCELERATED FUNNY IT WOULD MAKE THE CAR JERK ALL CRAZY I FELT MORE UNSAFE IN MY CAR THEN BEFORENOW THE CAR IS BACK IN THE DEALERSHIP THEY SAID THEY NEED TO RESET THE COMPUTER BUT LETS SEE IF IT WILL WORKHOPEFULLY BECAUSE I WANT TO BE ABLE TO KNOW THAT I AM SAFE IN MY CAR I WOULD OF RATHER HAD IT NOT FIXED I FELT MORE SAFE THEN....AND THEY SAID THEY TEST DROVE IT WELL THEY SHOULD OF KNOW THAT IT SHOULDNT BE DOIN THAT IT WOULD JERK AT 25 MPH THEN AT 40 THEN AFTER 60 IT WOULD RIDE SMOOTHLY....VERY SCARY EXPERIENCE TOOK IT BACK RIGHT AWAY

Additional Summary:

Date of Incident: 20100303
Toyota ID No.:
NHTSA ODI No.: 10316765
Vehicle Make 2010 TOYOTA COROLLA
Location of Incident: LANSFORD, ND

NHTSA Summary:

I WAS DRIVING AT APPROXIMATELY 70 MILES PER HOUR AND AS I CAME UP ON A SLOWER MOVING VEHICLE, I TOOK MY FOOT OFF OF THE ACCELERATOR AND WHEN I DID THE VEHICLE ACCELERATED INSTEAD OF SLOWING DOWN. I IMMEDIATELY APPLIED THE BRAKES AND THE VEHICLE SLOWED DOWN. MY WIFE HAS TOLD ME THAT THIS HAS

HAPPENED TO HER TWICE IN THE LAST WEEK AND I JUST DISMISSD IT. WE HAD THE RECALL REPAIR DONE ON OUR CAR ALMOST TWO WEEKS AGO.

Additional Summary:

Date of Incident: 20100303
Toyota ID No.:
NHTSA ODI No.: 10323054
Vehicle Make 2007 TOYOTA CAMRY
Location of Incident: ATLANTA, GA

NHTSA Summary:

TL-THE CONTACT OWNS A 2007 TOYOTA CAMRY. THREE WEEKS AFTER THE RECALL REPAIR WAS COMPLETED ON THE ACCELERATOR AND BRAKE PEDAL.(THE CONTACT DOES NOT KNOW EXACTLY WHAT WAS REPAIRED.) SHE PULLED OUT OF HER DRIVEWAY AT 10MPH THE VEHICLE HAD UNINTENDED ACCELERATION. AS SHE PRESS THE BRAKE FOR THE VEHICLE TO STOP SHE TURN THE STEERING WHEEL AND RAN INTO THE NEIGHBOR MAIL BOX. NO ONE WAS INJURED AND THE VEHICLE WAS TOTAL. THE POLICE CAME BUT NO REPORT WAS FILE. THE VEHICLE WAS TOWED TO A AUTO REPAIR CENTER. SHE WENT TO THE DEALER TO INFORM THEM OF THE ACCIDENT AND WAS GIVEN A CARD WITH THE TOYOTA MANUFACTURE NUMBER TO CALL SHE GAVE THE CARD TO HER ATTORNEY AND THEY ARE NO COOPERATING WITH HIM. THE FAILURE MILEAGE WAS 80,000...MW

Additional Summary:

Date of Incident: 20100303
Toyota ID No.:
NHTSA ODI No.: 10316903
Vehicle Make 2010 TOYOTA COROLLA
Location of Incident: WALLA WALLA, WA

NHTSA Summary:

I HAVE A 2010 TOYOTA COROLLA THAT IS PART OF THE ACCELERATOR PEDAL REINFORCEMENT BAR RECALL/INSTALLATION. I HAVE NOTICED ANOTHER PROBLEM THAT APPEARS TO ALSO INVOLVE THE ACCELERATOR. THIS VEHICLE HAS A 5 SPEED MANUAL TRANSMISSION. THE PROBLEM OCCURS IN BOTH 3RD AND 4TH GEAR. THIS PROBLEM IS NOT CONSISTENT MEANING IT IS NOT ALWAYS NOTICED EVERY TIME I DRIVE, I WOULD MAINTAIN THAT IT OCCURS AT LEAST 50% OF THE TIME HOWEVER. PROBLEM: I ATTEMPT TO MAINTAIN A CONSTANT SPEED FOR INSTANCE IN 3RD GEAR AT 30 MPH, THE VEHICLE FEELS AS IF IT WANTS TO SPEED UP, I THEN REMOVE SOME PRESSURE FROM THE ACCELERATOR, THE VEHICLE THEN SLOW BY JERKING, I THEN ATTEMPT TO ACCELERATE AND THE VEHICLE JERKS AGAIN, BOTTOM LINE IS I CAN NOT MAINTAIN A CONSTANT SPEED. THE ROAD CONDITIONS DO NOT MATTER, FLAT, HILL,

BUMPY, SMOOTH, WET DRY, 30 MPH, 31 MPH, 32, MPH ETC. I CANNOT MAINTAIN A CONSTANT SPEED IN 3RD AND 4TH GEAR. I AM NOT SURE OF AN APPROXIMATE DATE, IT HAS HAPPENED NUMEROUS TIMES SINCE I PURCHASED THE VEHICLE IN AUGUST OF 2009. I WILL JUST ENTER A RANDOM DATE BELOW.

Additional Summary:

Date of Incident: 20100303
Toyota ID No.:
NHTSA ODI No.: 10317323
Vehicle Make 2007 TOYOTA AVALON
Location of Incident: SHIRLEY, NY

NHTSA Summary:

2007 TOYOTA AVALON - I HAD NO PROBLEM WITH MY AVALON UNTIL THE LOCAL TOYOTA DEALERSHIP INSTALLED THE RECALLS. UPON DEPARTING THE DEALERSHIP, AFTER COMPLETION OF THE RECALLS, I FOUND MY AVALON WOULD NOT DRIVE BELOW 55 MPH (ENGIN RPM WOULD NOT GO BELOW 1800 RPM) AS IF THE CRUISE CONTROL WAS ON BUT IT WAS NOT! I RETURNED TO THE DEALERSHIP AND THE SERVICE MANAGER WAS ABLE TO DUPLICATE THE PROBLEM. THE DEALERSHIP KEPT THE AVALON OVER NIGHT AND THE NEXT DAY WAS UNABLE TO DUPLICATE THE PROBLEM! TOYOTA ENGINERING INDICATED, TO ME, THAT THEY THOUGHT THIS WAS A COMPUTER ISSUE WITH THE COMPUTER LEARNING MY DRIVING HABITS, SOUNDS STRANGE TO ME! THE NEWLY INSTALLED BRAKE OVERRIDE DID WORK PROPERLY. TOYOTA RETURNED THE AVALON TO ME BUT I AM ONLY USING IT WHEN I HAVE TO AS MY FAMILY DOES NOT WANT TO RIDE IN IT.

Additional Summary:

Date of Incident: 20100304
Toyota ID No.:
NHTSA ODI No.: 10318086
Vehicle Make 2010 TOYOTA CAMRY
Location of Incident: COOKEVILLE, TN

NHTSA Summary:

RENTAL VEHICLE ACCELERATED WHILE STOPPING, RENTAL AGENCY HERTZ, COOKEVILLE TN. PROBLEM OCCURED ON INTERSTATE EXIT RAMP, THE CAR DECELERATED FROM 70 TO 55 THEN DOWN SHIFTED AND STARTED TO ACCERATE UP THE EXIT RAMP. I WAS ABLE TO STOP THE CAR AND THE RENTAL AGENCY INFORMED ME THAT THE CAR HAD BEEN SERVICED FOR THE RECALL. AS A TEST/RELIABILTY ENGINEER, I CLASSIFY THIS VEHICLE HAS UNSAFE.

Additional Summary:

Date of Incident: 20100304
Toyota ID No.:
NHTSA ODI No.: 10316733
Vehicle Make 2005 TOYOTA AVALON
Location of Incident: LOS ANGELES, CA

NHTSA Summary:

I HAVE A 2005 TOYOTA AVALON, BACK ON 4/18/09 I TOOK MY CAR IN TO SOUTH BAY TOYOTA TO HAVE THEM CHECK OUT THIS PROBLEM-MY CAR WS HESTATING B4 TAKE OFF AND IT WOULD EXCEL FASTER. I WAS ABLE TO SLOW IT DOWN. BUT THE RESULT FROM TOYOTA WAS: PERFORMED INSPECTION COUL NOT CONFIRM ANY ABNORMALITIES AT THIS TIME. NO PENDING MALFUNCTION CODESSTORED IN COMPUTER. NO CHECK ENGINE LIGHT. WELL I TOOK MY CAR BACK BECAUSE IT WAS ONE OF THE RECALL MODEL FOR THE PEDAL AND THEY MADE THE CHANGE ,BUT NOW IT IS WORST NOW, IT EXCELERATES FASTER THAN B4. WHIL;E WAITING FOR AT A SIGNAL SOME TIMES I CAN HEAR IT SLIGHTLY RARING UP.(I THEN PUT IT IN PARK) AND HOLD THE BRAKE PEDAL DOWN ALL THE WAY. I AM TOTALLY AFRAID OF THIS CAR. I TRIED TO TRADE IT IN TO THE TOYOTA DEALER BUT FOR THE SUV I WANT IT WAS TO MUCH, AND THEY WERENT WORKING WITH ME AT ALL.

Additional Summary:

Date of Incident: 20100304
Toyota ID No.:
NHTSA ODI No.: 10327275
Vehicle Make 2007 LEXUS ES350
Location of Incident: CHEYENNE, WY

NHTSA Summary:

I HAD TWO RECALLS DONE ON MY AUTO ON MARCH 4, 2010. THESE RECALLS DEALT WITH THE ACCELERATION PEDAL AND AN OIL LINE. SINCE THE RECALL OF THE ACCELERATION PEDAL WAS DONE MY CAR ON OCCASSION HAS STALLED WHEN THE PEDAL IS DEPRESSED. IT WILL HESITATE WHILE I DEPRESS THE PEDAL UP TO AN INCH OR SO. FINALLY IT WILL START TO CREEP AND THEN FINALLY START MOVING. THIS HAS HAPPENED TWICE WHEN I WAS ENTERING AN INTERSTATE HIGHWAY AND AGAIN AS I PULLED AWAY FROM THE CURB OF MY HOUSE. ADDITIONALLY, THE TRANSMISSION SHIFTING IS VERY ERRATIC AT TIMES. ONCE AGAIN ALL OF THIS STARTED AFTER I HAD THE RECALL DONE. BEFORE THIS MY AUTO RAN PERFECTLY WITH NO ISSUES OTHER THAN AN OCCASSIONAL HARD DOWN SHIFT WHEN COMING TO A STOP. I HAVE BEEN TO THE LEXUS DEALERSHIP IN FREDERICK, CO TWICE. THEY ARE UNABLE TO ADDRESS THESE PROBLEMS IN A SATISFACTORY MANNER. THE ACCELERATION DELAY IS A SAFETY ISSUE AND NEEDS TO BE ADDRESSED BY TOYOTA.

Additional Summary:

Date of Incident: 20100304
Toyota ID No.:
NHTSA ODI No.: 10316882
Vehicle Make 2010 TOYOTA CAMRY
Location of Incident: LUBBOCK, TX

NHTSA Summary:

TL*THE CONTACT OWNS A 2010 TOYOTA CAMRY. WHEN THE CONTACT ATTEMPTED TO DRIVE 5 MPH INTO A PARKING SPACE, THE VEHICLE SUDDENLY ACCELERATED WITHOUT WARNING. THE CONTACT WAS ABLE TO STOP THE VEHICLE BY APPLYING THE BRAKES. PRIOR TO THE RECENT FAILURE, RECALL NHTSA CAMPAIGN ID NUMBERS: 09V388000, 10V017000 REPAIRS WERE PERFORMED ON THE VEHICLE. THE CURRENT AND FAILURE MILEAGES WERE 7900.

Additional Summary:

Date of Incident: 20100304
Toyota ID No.:
NHTSA ODI No.: 10316914
Vehicle Make 2008 TOYOTA AVALON
Location of Incident: HUDSON, OH

NHTSA Summary:

TL*THE CONTACT OWNS A 2008 TOYOTA AVALON. HE TOOK THE VEHICLE TO THE DEALER TO HAVE THE ACCELERATOR PEDAL REPAIRED. WHEN HE APPLIED THE BRAKES, THE VEHICLE SURGED FORWARD AND FORCED HIM TO APPLY EXTREME PRESSURE TO THE BRAKE PEDAL IN ORDER TO STOP THE VEHICLE. THE DEALER WAS CONTACTED AND ADVISED HIM TO HAVE THE VEHICLE DIAGNOSED AGAIN. THE FAILURE AND CURRENT MILEAGES WERE 47000.

Additional Summary:

Date of Incident: 20100304
Toyota ID No.:
NHTSA ODI No.: 10316861
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: CORIDON, IN

NHTSA Summary:

TL*THE CONTACT OWNS A 2009 TOYOTA CAMRY. WHILE THE CONTACT WAS DRIVING 5 MPH, THE VEHICLE HAD SUDDENLY SURGED FORWARD WITHOUT WARNING. THE CONTACT WAS ABLE TO STOP THE ACCELERATION BY APPLYING PRESSURE TO THE BRAKES. PRIOR TO THE RECENT FAILURE, THE CONTACT HAS HAD THE NHTSA CAMPAIGN ID

NUMBER: 09V388000 AND 10V017000 REPAIRS PERFORMED ON HIS VEHICLE. THE CURRENT AND FAILURE MILEAGES WERE 28000.

Additional Summary:

Date of Incident: 20100304
Toyota ID No.:
NHTSA ODI No.: 10318065
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: PATERSON, NJ

NHTSA Summary:

TL* THE CONTACT OWNS A 2009 TOYOTA CAMRY. HE TOOK THE VEHICLE TO THE DEALER FOR THE GAS PEDAL REPLACEMENT ON FEBRUARY 13, 2010. HE DID NOT EXPERIENCED ANY FAILURE BEFORE THE REPLACEMENT. ON MARCH 4, 2009 WHILE DRIVING AT APPROXIMATELY 26MPH AND HE STOPPED FOR THE LIGHT WITH HIS FOOT ON THE BREAK THE VEHICLE STARTED TO SHAKE AND THE RPM WENT UP AND SUDDENLY THE VEHICLE ATTEMPTED TO MOVE FORWARD. HE PUT THE VEHICLE IN NEUTRAL UNTIL THE RPM WENT BACK TO NORMAL. HE EXPERIENCE THE FAILURE TWICE AFTER THE REPAIR. HE WILL TAKE VEHICLE BACK TO THE DEALER. THE FAILURE AND THE CURRENT MILEAGE WAS 6,545.

Additional Summary:

Date of Incident: 20100304
Toyota ID No.:
NHTSA ODI No.: 10316763
Vehicle Make 2007 TOYOTA CAMRY
Location of Incident: LAKE OSWEGO, OR

NHTSA Summary:

2007 TOYOTA CAMRY - PRIOR TO RECALL FIX THE CAR ACCELERATED AT FULL SPEED 5 TIMES. CAR WAS "FIXED" UNDER RECALL 2 WEEKS AGO. TODAY, MARCH 4, THE CAR ONCE AGAIN ACCELERATED TO FULL SPEED. ACCLERATOR PEDAL SEEMED TO COLLAPSE TO THE FLOOR AND REMAINED IN THE POSITION UNTIL I USED MY TOW TO PULL IT UP. JOHN MOSCICKI 4 INDEPENDENCE AVE LAKE OSWEGO OR 97035 503 484 3574

Additional Summary:

From Associated Press news article "More than 100 complaints lodged over fixed Toyotas":

"John Moscicki, of Lake Oswego, Ore., told the AP his 2007 Camry accelerated on its own five times before he got the vehicle fixed under the floor mat recall last month.

On March 4, his repaired Camry took off from a standing stop on the freeway and accelerated to 50 mph before Moscicki managed to stop it by shifting into neutral, hitting the brake with his left foot and pulling back the gas pedal with his right.

"It just went to the floor like some other system had control of it," said Moscicki, who raced high-performance sports cars and previously owned a Porsche restoration business.

His Toyota dealer had the Camry for a week, and Toyota sent in a field engineer to examine the car without finding anything wrong. Moscicki said he had planned to give the vehicle to his college-age daughter but now intends to get rid of it. "I wouldn't let her anywhere near this car," he said."

Date of Incident: 20100305
Toyota ID No.:
NHTSA ODI No.: 10327521
Vehicle Make 2010 TOYOTA COROLLA
Location of Incident: DAYTON, OH

NHTSA Summary:

MY CAR ENGINE REVS UP TO ABOUT 3000 RPM WHILE IN PARK, HAS HAPPENED TWICE SINCE THE PEDAL WAS FIXED DUE TO A RECALL. RECALL PEDAL WORK COMPLETED 02/11/10 FIRST INCIDENT OF UNINTENDED ACCELERATION ON 3/5/10 TOOK CAR TO DEALERSHIP NO PROBLEMS FOUND, SECOND INCIDENT OF UNINTENDED ACCELERATION ON 4/3/10 TOOK TO DEALERSHIP NO PROBLEMS FOUND.

Additional Summary:

Date of Incident: 20100305
Toyota ID No.:
NHTSA ODI No.: 10318242
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: ENCINO, CA

NHTSA Summary:

TL* THE CONTACT OWNS A 2009 TOYOTA CAMRY. THE CONTACT STATED THAT WHILE STOPPED AT A TRAFFIC LIGHT, THE VEHICLE ACCELERATED. THE CONTACT WAS ABLE TO PUT THE VEHICLE IN NEUTRAL, WITH HIS FOOT ON THE BRAKE, WHICH MADE THE VEHICLE STOP ACCELERATING. THE VEHICLE WAS TAKEN TO THE DEALER THE DAY BEFORE THE ACCELERATOR FAILURE FOR DIAGNOSTIC AND TESTING DUE TO THE RECALL. THE DEALER REPAIRED THE VEHICLE THE DAY BEFORE THE ACCELERATOR PEDAL DEFECT. THE VEHICLE WAS TAKEN A SECOND TIME TO THE DEALER THE DAY AFTER THE ACCELERATOR FAILURE FOR DIANOSTIC AND TESTING. THE DEALER COULD NOT DUPLICATE THE

PROBLEM THE SECOND TIME. THE APPROXIMATE FAILURE MILEAGE WAS 11000. THE APPROXIMATE CURRENT MILEAGE WAS 11000.

Additional Summary:

Date of Incident: 20100305
Toyota ID No.:
NHTSA ODI No.: 10317342
Vehicle Make 2010 TOYOTA CAMRY
Location of Incident: PHOENIX, AZ

NHTSA Summary:

WHILE PARKING MY 2010 CAMRY AT THE GROCERY STORE, I SLOWLY TURNED INTO THE PARKING SPACE AND MY CAR SUDDENLY ACCELERATED JUMPING THE CURB AND HITTING A CEMENT SURROUNDED LIGHT POLE. THE AIR BAGS DID NOT DEPLOY AND I WAS NOT NOTICEABLY INJURED. THE CAR HAD JUST HAD THE REPLACEMENT PEDAL INSTALLED ON MARCH 2, 2010 AS ORDERED BY THE RECALL. THE VEHICLE WAS TOWED TO AVONDALE TOYOTA IN AVONDALE, ARIZONA AND IS CURRENTLY AWAITING A REPRESENTATIVE FROM TOYOTA TO INSPECT IT ON MON. MARCH 8TH BEFORE ANY WORK WILL BE DONE. PROPERTY DAMAGE ONLY TO THE VEHICLE. WE WERE TOLD AT THE DEALERSHIP THAT THE AIRBAGS ONLY DEPLOY AFTER 20 MILES PER HOUR. WE HAVE NEVER BEFORE HAD A PROBLEM WITH THE ACCELERATOR STICKING.

Additional Summary:

Date of Incident: 20100305
Toyota ID No.:
NHTSA ODI No.: 10318145
Vehicle Make 2008 TOYOTA CAMRY
Location of Incident: SPRING VALLEY, NY

NHTSA Summary:

TL-THE CONTACT OWNS A 2008 TOYOTA CAMRY. THE CONTACT STATED THE VEHICLE IS ACCELERATING AT SHORT DISTANCE ONCE THE VEHICLE IS STARTED AND THE BRAKE IS RELEASE. IT WOULD ACCELERATE BETWEEN 15 AND 20MPH AND AFTER A COUPLE OF MINUTES IT WOULD REVERT BACK TO NORMAL. THE VEHICLE WAS TAKEN TO THE DEALER TWICE TO CORRECT THE FAILURE WITH THE RECALL NOTICES. ONCE AGAIN THE VEHICLE HAD TO BE RETURN TO THE DEALER FOR THE REOCCURRING OF THE ACCELERATION FAILURE. THEY STATED THEY CANNOT FIND ANY MORE FAILURE WITH THE VEHICLE. THE TOYOTA MANUFACTURE HAVE NOT BEEN CALL. THE FAILURE MILEAGE WAS 20,548....MW

Additional Summary:

Date of Incident: 20100305
Toyota ID No.:
NHTSA ODI No.: 10321391
Vehicle Make 2009 TOYOTA TUNDRA
Location of Incident: BROOKFIELD, NY

NHTSA Summary:

TL-THE CONTACT OWNS A 2009 TOYOTA TUNDRA. WHILE DRIVING AT 35 TO 40MPH COMING TO A INTERSECTION THE ACCELERATOR PEDAL IS STUCK. THIS IS AFTER THE VEHICLE WAS REPAIRED WITH THE RECALL THE FAILURE DID NOT OCCURRED BEFORE THE RECALL REPAIRS. THE VEHICLE KEPT GOING INTO THE INTERSECTION WHILE THE BRAKES WERE BEING DEPRESSED IT STOP AFTER THE VEHICLE WAS PUT INTO NEUTRAL. THE VEHICLE WAS TAKEN BACK TO THE DEALER THEY KEPT IT FOR TWO DAYS AND STATED THEY CANNOT DUPLICATE THE FAILURE. THE TOYOTA MANUFACTURE WAS NOT CALL. THE FAILURE MILEAGE WAS 17,000....MW

Additional Summary:

Date of Incident: 20100305
Toyota ID No.:
NHTSA ODI No.: 10318033
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: NEW ROCHELLA, NY

NHTSA Summary:

TL- THE CONTACT OWNS A 2009 TOYOTA CAMRY. SHE STATED THAT SHE RECEIVED A RECALL NOTICE FOR THE REPAIR OF THE ACCELERATOR PETAL. WHEN SHE PICKED UP THE VEHICLE SHE WAS DRIVING AT 60MPH WHEN THE VEHICLE ACCELERATED ON ITS OWN WHEN SHE PRESSED ON THE BRAKES THEY DID NOT WORK. SHE THEN PUT IT IN NEUTRAL AND WAS ABLE TO STOP THE VEHICLE. THE VEHICLE WAS TAKEN BACK TO THE DEALER WHERE THEY STATED THAT COULD NOT DUPLICATE THE PROBLEM.THE VEHICLE HAD NOT EXPERIENCED THE ACCELERATION BEFORE TAKING IN FOR THE RECALL. NO OTHER REPAIRS WERE DONE . THE FAILURE AND CURRENT MILEAGE WAS 10400.CV

Additional Summary:

Date of Incident: 20100305
Toyota ID No.:
NHTSA ODI No.: 10317193
Vehicle Make 2010 TOYOTA RAV4
Location of Incident: SHARON, MA

NHTSA Summary:

TL* THE CONTACT OWNS A 2010 TOYOTA RAV4. THE CONTACT WAS DRIVING APPROXIMATELY 35 MPH; PROCEEDING TO A STOP SIGN. WHILE

BRAKING THERE WAS A SURGE OF UNINTENDED ACCELERATION. THE ENGINE BEGAN TO REVV. THE VEHICLE RESUMED TO NORMAL OPERATION. THE AUTHORIZED DEALER WAS NOTIFIED AND RECOMMENDED THE VEHICLE BE TOWED FOR DIAGNOSTIC TESTING. A RECALL REPAIR WAS PERFORMED PRIOR TO THE PURCHASE OF THE VEHICLE. THE RECALL WAS UNDER NHTSA CAMPAIGN ID 10V017000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL). THE VEHICLE HAD NOT BEEN REPAIRED AT THE TIME OF THE COMPLAINT . THE FAILURE MILEAGE WAS 345.

Additional Summary:

COMPLAINANT CONTACTED DR. GILBERT - HAS EXPERIENCED TWO INCIDENTS OF SUA. PURCHASED THE VEHICLE ON FEB. 14, 2010 AND EXPERIENCED THE FIRST INCIDENT ON MARCH 8, 2010 AND THE SECOND INCIDENT ON MAY 8, 2010. THE VEHICLE WAS INVOLVED IN BOTH THE FLOOR MAT AND THE PEDAL RECALLS, THE DEALER TOLD HIM THE RECALL WORK WAS DONE PRIOR TO SELLING THE VEHICLE TO HIM.

MR. MOSKOWITZ IS A COMPUTER CONSULTANT AND SUSPECTS A SOFTWARE BUG.

THE BOCH TOYOTA INVOICES ARE SAVED IN TOYSUA4323 FOLDER.

HE HAS FILED A COMPLAINT WITH NHTSA.

Date of Incident: 20100305
Toyota ID No.:
NHTSA ODI No.: 10317233
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: NEW RICHMOND, OH

NHTSA Summary:

BEFORE THE TOYOTA RECALL, I NOTICED ON SEVERAL OCCASIONS SUDDEN ACCELERATION. ON 2-17-10 I HAD THE RECALL FIXED ON M 2009 CAMERY AT BEECHMONT TOYOTA. TODAY, 3-5-10, I HAD A SUDDEN ACCELERATION AGAIN.IT FEELS LIKE WHEN YOU PUT YOUR CAR IN CRUISE CONTROL AND THE CAR JUMPS INTO CRUISE.

Additional Summary:

Date of Incident: 20100305
Toyota ID No.:
NHTSA ODI No.: 10318812
Vehicle Make 2007 TOYOTA CAMRY
Location of Incident: MONTICELLO, IL

NHTSA Summary:

2007 TOYOTA CAMRY RECALLED HAD THE NEW PARTS INSTALLED @ DEALERSHIP. AFTER WHICH I EXPERIENCED THE ACCELERATOR STICKING AND NOT SLOWING DOWN WITHOUT PRESSURE TO BRAKES. RETURNED TO THE DEALERSHIP AND THEY SAID THEY COULDN'T DUPLICATE THE PROBLEM, FOUND NO FAULT CODES AND RECHECKED THE FIXES THEY HAD PREVIOUSLY INSTALLED. THE PROBLEM STILL REMAINS, THE CAR DOESN'T DECELERATE WHEN YOU LET OFF THE ACCELERATOR AND IN FACT HAD AN INSTANCE OF IT SPEEDING UP AND DECELERATING FREELY ON IT'S OWN. THE DEALERSHIP INFORMED ME THERE IS NOTHING THEY CAN DO AS THEIR COMPUTERS DIDN'T FIND ANYTHING WRONG BUT AS THE OWNER OF THIS VEHICLE THERE IS CLEARLY SOMETHING WRONG WITH IT THAT I DO NOT FEEL SAFE DRIVING THIS VEHICLE.

Additional Summary:

Date of Incident: 20100306
Toyota ID No.:
NHTSA ODI No.: 10317459
Vehicle Make 2007 TOYOTA AVALON
Location of Incident: KINSTON, NC

NHTSA Summary:

I OWN A 2007 TOYOTA AVALON. THE TRANSMISSION HAS A PROBLEM. WHEN COASTING DOWN WITHOUT ACCELERATOR BEING ENGAGE THE TRANSMISSION DOWN SHIFTS AT 30 MPH BUT THE CAR SPEEDS UP. IT IS ONLY 4-5 MPH AND AFTER A FEW SECONDS THEN STARTS COASTING DOWN AGAIN. THIS PROBLEM HAS BEEN INVESTIGATED BY THE DEALER AND "THERE IS NOTHING WRONG". IT HAS BEEN REPORTED TO THE TOYOATA TECHNICAL SERVICE MANAGER AND "THERE IS NOTHING WRONG". IT HAS BEEN REPORTED TO TOYOTA CUSTOMER SERVICE AND WE WILL GET BACK TO YOU BUT NOTHING HAPPENED. THIS CAR HAD THE "STUCK ACCERATOR" PROBLEM TWO YEARS AGO AND IT WAS REPORTED TO THE DEALER AND "NO PROBLEM". THE "STUCK ACCELERATOR" ONLY HAPPENE ONCE AND WAS NOT THE PROBLLEM OF A FLOOR MAT. THE CAR HAS HAD ALL THE RECALLS PERFORMED ON IT BUT STILL HAS THE SPEED UP PROBLEM AT EACH DOWN SHIFT.

Additional Summary:

Date of Incident: 20100306
Toyota ID No.:
NHTSA ODI No.: 10318108
Vehicle Make 2007 TOYOTA AVALON
Location of Incident: STUART, FL

NHTSA Summary:

TL- THE CONTACT OWNS A 2007 TOYOTA AVALON. SHE STATE THAT SHE RECEIVED A RECALL NOTICE FOR THE REPAIR FOR THE ACCELERATOR

PEDAL. SHE STATED THAT AFTER THE REPAIR WAS PERFORMED SHE WAS AT A STOP WHEN THE VEHICLE ACCELERATED ON ITS OWN WHEN THIS OCCURRED SHE THEN PUT IT IN NEUTRAL AND STOPPED THE VEHICLE. THE VEHICLE WAS THEN TOWED TO THE DEALER WHERE THEY STATED THAT THEY ARE STILL TRYING TO FIGURE WHAT WENT WRONG. THE VEHICLE IS STILL AT THE DEALER FOR DIAGNOSIS. THE FAILURE AND CURRENT MILEAGE WAS 23800.CV

Additional Summary:

Date of Incident: 20100306
Toyota ID No.:
NHTSA ODI No.: 10320788
Vehicle Make 2009 TOYOTA RAV4
Location of Incident: FLOWER MOUND, TX

NHTSA Summary:

SUDDEN ACCELERATION IN 2009 TOYOTA RAV 4 AFTER RECALL REPAIR. HAPPENED FOR THE 1ST TIME SINCE OWNERSHIP OF CAR 4 DAYS AFTER REPAIR. HAD CAR FOR APPROXIMATELY 1 YEAR. NEVER HAD ANY PROBLEMS. 4 DAYS AFTER REPAIR, WE WERE WEST BOUND ON FM 1709 IN SOUTHLAKE, TX APPROACHING LIGHT JUST TO THE EAST OF HIGH SCHOOL. WE WERE APPROACHING AT APPROX 30 MPH WITH SPEED DECREASING DUE TO RED LIGHT AND OTHER CARS ALREADY STOPPED AT LIGHT. CAR RPM'S INCREASED TO THE 3,000 RANGE. HAD TO APPLY STEADY TO HARD PRESSURE TO BRAKES. CAR WAS FIGHTING TO ACCELERATE, BUT WAS ABLE TO CONTINUE SPEED DESCENT. GOT CAR TO AROUND 15 MPH. CAR LEARCHED INTO 1ST GEAR, RPM'S DECREASED TO AROUND 1,000 RANGE AND WE ALL WERE THROWN FORWARD IN OUR SEATS WHEN THE CAR LEARCHED.

Additional Summary:

Date of Incident: 20100306
Toyota ID No.:
NHTSA ODI No.: 10318389
Vehicle Make 2010 TOYOTA COROLLA
Location of Incident: LOS ANGELES, CA

NHTSA Summary:

TL- THE CONTACT OWNS A 2010 TOYOTA COROLLA. WHILE THE CONTACT WAS DRIVING 25MPH THE VEHICLE HAD SUDDENLY ACCELERATED WITHOUT WARNING DUE TO THE ACCELERATOR PEDAL STICKING TO THE FLOOR OF THE VEHICLE. THE ACCELERATION CAUSED THE CONTACT TO CRASH INTO THE REAR OF THE VEHICLE IN FRONT OF HER. NO ONE WAS INJURED DURING THE CRASH AND A POLICE REPORT WAS FILED FOR THE INCIDENT. PRIOR TO THE RECENT FAILURE THE CONTACT HAD TAKEN THE VEHICLE TO THE DEALERSHIP WHERE RECALL NHTSA CAMPAIGN ID

NUMBER: 10V017000 AND 10V023000 WERE PERFORMED ON THE VEHICLE. THE CONTACT ALSO NOTICED AFTER HAVING THE RECALL PERFORMED THE VEHICLE HAD BEGUN TO ACCELERATE VERY HARD. THE CURRENT AND FAILURE MILEAGES WERE 150. BML

Additional Summary:

Date of Incident: 20100306
Toyota ID No.:
NHTSA ODI No.: 10318964
Vehicle Make 2010 TOYOTA COROLLA
Location of Incident: SALT LAKE CITY, UT

NHTSA Summary:

THE CONTACT OWNS A 2010 TOYOTA COROLLA. THE VEHICLE WAS PREVIOUSLY REPAIRED UNDER THE RECALL BY THE DEALER,. AFTER RECEIVING IT BACK AND TRY TO START IT THE NEXT DAY THE VEHICLE ACCELERATED WHEN IT WAS PUT INTO GEAR. ALTHOUGH IT DID NOT MOVE THE MOTOR REVVED UP TO 2200RPM SHAKING VERY LOUDLY. THE VEHICLE WAS TOWED BACK TO THE DEALER AND THEY CANNOT DUPLICATE THE FAILURE. THE VEHICLE IS AT THE DEALER AND SHE WILL NOT RETRIEVE IT. VIN IS UNKNOWN. THE FAILURE MILEAGE WAS 4,700....MW

Additional Summary:

Date of Incident: 20100306
Toyota ID No.:
NHTSA ODI No.: 10317653
Vehicle Make 2007 TOYOTA CAMRY
Location of Incident: COLUMBUS, NJ

NHTSA Summary:

TL* THE CONTACT OWNS A 2007 TOYOTA CAMRY. THE CONTACT WAS DRIVING 25MPH AND WHILE MAKING A TURN THE VEHICLE ACCELERATED AND WENT UP TO 40MPH. THE CONTACT THEN DEPRESSED THE BRAKE QUICKLY. THE CONTACT'S VEHICLE WAS UNDER RECALL AND THE FAILURE OCCURED 4 DAYS AFTER THE VEHICLE REPAIRS WERE COMPLETED. THE CONTACT NEVER EXPERIENCED A PROBLEM UNTIL THE DEALER REPAIRED THE VEHICLE. THE DEALER OR THE MANUFACTURER HAD NOT BEEN CONTACTED AS OF THE TIME OF THE COMPLAINT. THE CONTACT FEELS THAT THE VEHICLE IS UNSAFE FOR HIS SPOUSE AND MOTHER N LAW TO DRIVE. THE VEHICLE HAD NOT BEEN INSPECTED FOR FURTHER FAILURES . THE FAILURE MILEAGE WAS 50425 AND THE CURRENT MILEAGE WAS 50468. THE VIN WAS UNAVAILABLE.

Additional Summary:

Date of Incident: 20100306
Toyota ID No.:
NHTSA ODI No.: 10323177
Vehicle Make 2009 TOYOTA COROLLA
Location of Incident: SIMPSONVILLE, SC

NHTSA Summary:

2009 TOYOTA COROLLA WITH UNINTENDED ACCELERATION. *KB THE CONSUMER STATED HE HAD NOT EXPERIENCED ANY SUDDEN ACCELERATION PROBLEMS WITH THE VEHICLE. HOWEVER, HE DID RECEIVE A RECALL NOTICE IN THE MAIL AND COMPLIED BY TAKING THE VEHICLE TO THE DEALER TO HAVE THE REPAIRS DONE ON FEBRUARY 17, 2010. HOWEVER, ON MARCH 6, 2010, THE CONSUMER MADE A RIGHT TURN ON A STREET THAT WAS CURVY AND WAS RELATIVELY STEEP DESCENDING TOWARD AN INTERSECTION. HE GENTLY APPLIED THE BRAKES 2-3 TIMES DURING THE DESCENT TO MAINTAIN A SPEED OF 15-20 MPH. AT NO TIME DID HE DEPRESS THE ACCELERATOR DURING THE DESCENT AND THE ENGINE WAS IDLING AS THE VEHICLE COASTED TO THE BOTTOM OF THE HILL. WHEN HE APPROACHED A FOUR-WAY STOP SIGN AT THE BOTTOM OF THE HILL, HE DEPRESSED THE BRAKE PEDAL NORMALLY TO COME TO A FULL STOP. INSTANTLY, THE ENGINE RACED AND ROARED. THE CONSUMER IMMEDIATELY SHIFTED THE AUTOMATIC TRANSMISSION INTO NEUTRAL AND TURNED THE ENGINE OFF. HE RESTARTED THE ENGINE WITH HIS FOOT ON THE BRAKE PEDAL AND THE GEAR SELECTOR IN NEUTRAL AND IT STARTED WITH THE SAME ROAR. HE TURNED IT OFF AGAIN AND WAITED A COUPLE OF MINUTES. HE DECIDED TO TRY ONE MORE TIME AND THE VEHICLE OPERATED IN NORMAL MODE. THE CONSUMER ALSO STATED SINCE THE VEHICLE WAS GARAGED, THE DOORS WERE BARELY KEPT LOCKED. OVER THE LAST 6-9 MONTHS ABOUT ONCE A MONTH WHEN THE CONSUMER ENTERED THE GARAGE, HE DISCOVERED THE DOORS WERE LOCKED. THE CONSUMER BELIEVED THE ELECTRONIC DOOR LOCKING SYSTEM WAS BEING RANDOMLY ACTIVATED. *JB

Additional Summary:

Date of Incident: 20100306
Toyota ID No.:
NHTSA ODI No.: 10318769
Vehicle Make 2007 TOYOTA AVALON
Location of Incident: NORTH BRUNSWICK, NJ

NHTSA Summary:

1A. PULLING INTO PARKING SPACE AND WHILE BRAKING, CAR ACCELERATED FORWARD, HITTING CEMENT BLOCK THAT STOPPED VEHICLE. DAMAGE TO AREA UNDER LICENSE PLATE. 1B. BRAKING TO STOP FOR A RED LIGHT IN TRAFFIC CAR SUDDENLY ACCELERATED AND RAN INTO VEHICLE IN FRONT. MY CAR SUSTAINED DAMAGE TO FRONT

AREA NEAR LICENSE PLATE. OTHER CAR--NO DAMAGE. 2. FAILURE TO STOP WHEN BRAKING AT 5 TO 10 MPH ON TWO OCCASSIONS. DAMAGE TO FRONT LOWER CAR BODY. 3. BROUGHT CAR INTO FRED ANDERSON TOYOTA IN RALEIGH, NC AND THEY THEY COMPLETED AVALON RECALL PROCEDURE ON STICKING ACCELERATOR. AFTER ACCIDENT DROVE TO SAME DEALERSHIP AND THEY PERFORMED TWO ADDITIONAL RECALL PROCEDURES. THEY WERE UNABLE TO IDENTIFY CAUSE OF SUDDEN ACCELERATION.

Additional Summary:

Date of Incident: 20100307
Toyota ID No.:
NHTSA ODI No.: 10317526
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: HAMILTON, OH

NHTSA Summary:

RETURNING FROM CHURCH (MY CHURCH IS SITUATED ON A HILL) MY 2009 TOYOTA CAMRY SUDDENLY ACCELERATED WHILE RETURNING TO THE HIGHWAY. I IMMEDIATELY STEPPED AS HARD AS I COULD ON THE BRAKE PRESSING IT TO THE FLOOR, I ALSO SHIFTED THE TRANSMISSION HANDLE TO PARK, IT HAD NO EFFECT. I REACHED THE BOTTOM OF THE HILL AND SHOT ACROSS FOUR TRAFFIC LANES AND CUT MY WHEEL TO THE LEFT AND SLAMMED INTO THE GUARD RAIL. THE CAR THEN SEEMED TO STOP AND I WAS ABLE TO SHIFT OUT OF PARK TO NEUTRAL. THE BRAKES SEEMED TO COME BACK. HOWEVER I PARKED THE CAR AND CALLED THE SHERIFFS OFFICE WHO TOOK THE ACCIDENT REPORT. I HAD THE CAR TOWED TO THE TOYOTA DEALER. I PREVIOUSLY HAD BOTH RECALLS PERFORMED ON THE CAR.

Additional Summary:

Date of Incident: 20100307
Toyota ID No.:
NHTSA ODI No.: 10318238
Vehicle Make 2010 TOYOTA CAMRY
Location of Incident: RIDGEFIELD PARK, NJ

NHTSA Summary:

VEHICLE:2010 TOYOTA CAMRY VIN 4T1BF3EK0AU009841. 1) AT RED LIGHT, TURNED GREEN, PRESSED DOWN ON ACCELERATOR, CAR SPED BACKWARDS INSTEAD OF AHEAD. BRAKED, STOPPED, CONFIRMED CAR IN DRIVE GEAR 2) GAS PEDAL CUT AS PART OF RECALL, FOOT HAS GOTTEN CAUGHT UNDER PEDAL 3 TIMES

Additional Summary:

Date of Incident: 20100307
Toyota ID No.:
NHTSA ODI No.: 10317482
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: HENDERSON, NV

NHTSA Summary:

I OWN A 2009 TOYOTA CAMRY. A COUPLE OF TIMES IT WOULD HAPPEN THAT THE CAR WOULD ACCELERATE BY ITSELF. I WAS INSTRUCTED ON HOW TO STOP THE CAR IN THESE CASES. ABOUT A COUPLE OF WEEKS AGO I TOOK MY CAR IN TO REPAIR THE RECALL. THEY SAID THEY HAVE FIXED EVERYTHING, BUT I HAVE EXPERIENCED THE SAME ISSUE AGAIN. I AM WONDERING IF THIS ISSUE IS GOING TO GET RESOLVED ONCE AND FOR ALL. I LOVE MY CAR BUT I DON'T FEEL SAFE, SPECIALLY AFTER I HAVE HEARD THAT THERE HAVE BEEN SO MANY OTHER INCIDENTS, NOT TO MENTION DEATHS CAUSED BY THIS.

Additional Summary:

Date of Incident: 20100307
Toyota ID No.:
NHTSA ODI No.: 10321744
Vehicle Make 2006 TOYOTA AVALON
Location of Incident: SNOQUALMIE, WA

NHTSA Summary:

SUDDEN ACCELERATION. WHEN FIRST STARTING THE ENGINE, IT REVVED UP TO ABOUT 2,500 RPMS. A SECOND EPISODE OCCURRED A FEW DAYS LATER WHEN I WAS DRIVING DOWNHILL AND MY FOOT WAS ON THE BRAKE. THE VEHICLE SUDDENLY ACCELERATED TO ABOUT 40 MPH. AT NO TIME WAS MY FOOT ON THE ACCELERATOR PEDAL IN EITHER SITUATION. IN BOTH OF THESE INSTANCES, THE SUDDEN ACCELERATION RESOLVED WITHIN A FEW SECONDS. THESE INCIDENTS OCCURRED AFTER SAFETY RECALL WORK WAS PERFORMED BY TOYOTA ON MARCH 6, 2010. AT THIS TIME, THESE ARE THE ONLY OCCASIONS WHERE I EXPERIENCED PROBLEMS OF THIS NATURE. I AM CONCERNED FOR THE SAFETY OF MY PASSENGERS AND MYSELF. I AM IN THE PROCESS OF REPORTING THESE PROBLEMS TO THE DEALERSHIP.

Additional Summary:

Date of Incident: 20100307
Toyota ID No.:
NHTSA ODI No.: 10317718
Vehicle Make 2008 TOYOTA CAMRY
Location of Incident: ELBURN, IL

NHTSA Summary:

TL* THE CONTACT OWNS A 2008 TOYOTA CAMRY. WHILE THE CONTACT WAS ATTEMPTING TO PULL INTO A PARKING SPACE THE VEHICLE SUDDENLY ACCELERATED WITHOUT WARNING. IN ORDER TO STOP THE VEHICLE THE CONTACT HAD TO APPLY EXTREME BRAKING POWER FOLLOWED BY PLACING THE VEHICLE INTO NEUTRAL. TWO WEEKS PRIOR THE CONTACT HAD RECALL NHTSA CAMPAIGN ID NUMBER: 09V388000 AND 10V017000 ALREADY PERFORMED ON HIS VEHICLE. THE VEHICLE WAS AT THE DEALERSHIP AT THE TIME OF THE COMPLAINT. THE CURRENT AND FAILURE MILEAGES WERE 21000.

Additional Summary:

Date of Incident: 20100308
Toyota ID No.:
NHTSA ODI No.: 10319689
Vehicle Make 2010 TOYOTA COROLLA
Location of Incident: WHITING, NJ

NHTSA Summary:

TL- THE CONTACT OWNS A 2010 TOYOTA COROLLA. WHENEVER THE CONTACT RELEASES HIS FOOT FROM THE ACCELERATOR PEDAL HE NOTICED THAT THE VEHICLE WILL REMAIN AT THE SPEED THE VEHICLE WAS TRAVELING UNTIL THE CONTACT APPLYS THE BRAKES. PRIOR TO THE RECENT FAILURE THE CONTACT HAD TAKEN THE VEHICLE TO THE DEALERSHIP WHERE RECALL NHTSA CAMPAIGN ID NUMBER: 10V017000 AND 10V023000 WERE PERFORMED. THERE WERE NO PRIOR WARNINGS AND THE CURRENT AND FAILURE MILEAGES WERE 1600. BML

Additional Summary:

Date of Incident: 20100308
Toyota ID No.:
NHTSA ODI No.: 10317657
Vehicle Make 2007 TOYOTA CAMRY
Location of Incident: BUCKEYE, AZ

NHTSA Summary:

I DRIVE A 2007 TOYOTA CAMRY THIS IS ONE OF THE SAFETY RECALL CARS. I HAD BEEN HAVING ISSUES WITH ACCELERATION BEFORE THE RECALL, THEN GOT THE RECALL FIXED ON FEBRUARY 21ST. I HAD A FEW SMALL ISSUES THESE PAST FEW WEEKS WITH IT SUDDENLY ACCELERATED BUT THIS MORNING THE WAY TO WORK I WAS DRIVING ON THE 101 IN PHOENIX HEADING TO WORK WHEN MY CAMRY SUDDENLY STARTED ACCELERATING THIS TIME IT WAS NOT A SMALL ISSUE BUT IT ACCELERATED TO ALMOST 80 MPH I WAS DRIVING AROUND 65 MPH WHEN IT SUDDENLY STARTED. I GOT THE CAR SLOWED DOWN AND PULLED OVER TO THE SIDE OF THE ROAD TO CATCH MY BREATH BECAUSE I WAS VERY SCARED. I THEN MADE IT, THE REST OF MY WAY TO WORK WHICH

WAS ABOUT 8 MILES. I DRIVE 50 MILES EACH WAY TO WORK EVERYDAY, I DROP MY HUSBAND OFF AT WORK, I DROP MY 17 MONTH OLD DAUGHTER OFF AT DAYCARE AND THIS TO ME IS UNACCEPTABLE. I AS OF TODAY DO NOT TRUST THIS CAR TO DRIVE ANY WHERE. SOMETHING NEEDS TO BE DONE ABOUT THIS IMMEDIATELY, CAN YOU PLEASE HELP IN MAKING THAT HAPPEN.

Additional Summary:

Date of Incident: 20100308
Toyota ID No.:
NHTSA ODI No.: 10317950
Vehicle Make 2005 TOYOTA AVALON
Location of Incident: CHATHAM, IL

NHTSA Summary:

TL- THE CONTACT OWNS A 2005 TOYOTA AVALON. THE CONTACT TOOK VEHICLE IN TO BE SERVICED UNDER THE RECALL. SOON AFTER THE CONTACT WAS DRIVING APPROXIMATELY 15MPH AND THE VEHICLE SUDDENLY SURGED FORWARD. THE CONTACT DID NOT HAVE TIME TO DEPRESS THE BRAKE HE JUST LET THE VEHICLE SLOW DOWN ON ITS OWN. THE CONTACT SPOUSE WAS DRIVING 30MPH AND THE VEHICLE SURGED AGAIN AND THEN WENT BACK TO NORMAL SPEED. THE DEALER WAS NOT INFORMED NOR THE MANUFACTURER OF THE FAILURE AS OF YET. THE APPROXIMATE FAILURE MILEAGE WAS 48000 AND THE CURRENT MILEAGE WAS 48103.DF

Additional Summary:

Date of Incident: 20100308
Toyota ID No.:
NHTSA ODI No.: 10317980
Vehicle Make 2007 TOYOTA CAMRY
Location of Incident: SARASOTA, FL

NHTSA Summary:

TL- THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHENEVER THE CONTACT ATTEMPTS TO ACCELERATE FROM A STOP THE VEHICLE WILL SUDDENLY SURGE FORWARD WITHOUT WARNING. PRIOR TO THE RECENT FAILURE THE CONTACT HAD RECALL NHTSA CAMPAIGN ID NUMBER: 09V388000 , 0V017000 PERFORMED ON HER VEHICLE. THE CURRENT AND FAILURE MILEAGES WERE 45000. BML

Additional Summary:

Date of Incident: 20100308
Toyota ID No.:
NHTSA ODI No.: 10324552

Vehicle Make 2010 TOYOTA RAV4

Location of Incident: EUGENE, OR

NHTSA Summary:

TL*THE CONTACT OWNS A 2010 TOYOTA RAV4. THE CONTACT STATED THAT WHILE WAITING AT A TRAFFIC LIGHT WITH HIS FOOT ON THE BRAKE PEDAL, THE VEHICLE SUDDENLY ACCELERATED. THE CONTACT PRESSED THE BRAKE PEDAL HARDER TO KEEP CONTROL OF THE VEHICLE. THIS FAILURE OCCURRED AFTER THE REPAIR FOR RECALL 10V017000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL) WAS PERFORMED. THE VEHICLE WAS TAKEN BACK TO THE DEALER BUT THEY COULD NOT DUPLICATE THE FAILURE. THE FAILURE MILEAGE WAS APPROXIMATELY 8,000. THE CURRENT MILEAGE WAS APPROXIMATELY 8,700. UPDATED 06/02/10. *LJ

Additional Summary:

Date of Incident: 20100308

Toyota ID No.:

NHTSA ODI No.: 10317846

Vehicle Make 2009 TOYOTA RAV4

Location of Incident: CARMEL, IN

NHTSA Summary:

ALTHOUGH MY CAR WAS FIXED IN THE TOYOTA RECALL, I BELIEVE THE PROBLEM STILL EXISTS. IT IS BETTER, BUT NOT BEST. WHEN I PRESS ON THE ACCELERATOR SOMETIMES THE CAR JERKS FORWARD MUCH FASTER THAN YOU WOULD EXPECT. IT USED TO DO THIS MORE OFTEN AND TO A GREATER DEGREE, BUT STILL DOES DO IT ON OCCASION. I NOTICED THIS WHEN I FIRST BOUGHT THE CAR, BUT PUT IT OFF TO PRESSING DOWN ON THE ACCELERATOR TOO HARD. THEN I BEGAN TO THINK THAT IF THAT WAS THE CASE IT WOULD HAPPEN ALL THE TIME. I PURPOSELY TRY TO GO FORWARD GENTLY, BUT AM NOT ABLE TO SOMETIMES.

Additional Summary:

Date of Incident: 20100308

Toyota ID No.:

NHTSA ODI No.: 10317693

Vehicle Make 2007 TOYOTA TUNDRA

Location of Incident: GILBERT, SC

NHTSA Summary:

I HAVE A 2007 TOYOTA TUNDRA SR5 DOUBLE CAB AND HAVE HAD ALL OF MY REGULAR MAINTENANCE COMPLETED ON TIME AND AT A LOCAL TOYOTA DEALERSHIP. I HAVE MADE THE COMPLAINT OF MY GAS PEDAL STICKING AND MY FLOOR MATS WERE NOT AN ISSUE. THEY CLAIM THEY "FIXED" THE RECALL PROBLEM WITH ADDING A PART TO THE GAS PEDAL. SINCE I HAVE HAD MY TRUCK BACK, IT HAS NOT WORKED PROPERLY.

THE GAS PEDAL STILL ACCELERATES ON ITS ON OR DECELERATES ON ITS ON. THE GAS PEDAL "FLOATS" WITH YOUR FOOT SO THE ENGINE IS CONSTANTLY MAKING THE RPM'S RISE AND FALL CONSTANTLY UPON RIDING OVER BUMPS OR HILLS. I DON'T WANT A "PART" TO BE INSTALLED, I WANT THE ENTIRE PEDAL TO BE REPLACED! I LIKE MY TRUCK, HOWEVER, THE ENGINE DOES NOT RUN CORRECTLY AND IS CONSTANTLY MAKING A TICKING SOUND LIKE A DIESEL ENGINE WOULD SOUND. I HAVE MADE SEVERAL COMPLAINTS TO THE DEALERSHIP AND THEY ARE CONSTANTLY TELLING ME IT IS OK AND NOTHING IS WRONG. TRANSMISSIONS ARE NOT MADE TO JUST DOWN SHIFT 3 GEARS RIGHT OFF THE BAT ON THE INTERSTATE ON FLAT GROUND. NOTHING HAS BEEN DONE TO TRY TO CORRECT THIS PROBLEM AS THEY PROCLAIM THERE IS NO PROBLEM. THEY ARE CRAZY! PULLING A HORSE TRAILER MADE IT DIFFICULT FOR THE TRANSMISSION TO SHIFT PROPERLY AND IT WAS IN TOW MODE. IT TOOK 1 MILE OR LONGER FOR IT TO SHIFT FROM 1/2 GEAR TO 4 GEAR AND THE RPM'S WERE OVER 2,500.. THIS IS NOT NORMAL. I FELT IT WOULD NEVER SHIFT DOWNWARD FROM 1/2 GEAR. I AM AFRAID TO PULL MY HORSES WITH THE TRANSMISSION ACTING THIS WAY.

Additional Summary:

Date of Incident: 20100309
Toyota ID No.:
NHTSA ODI No.: 10329694
Vehicle Make 2010 TOYOTA CAMRY
Location of Incident: CHICOPEE, MA

NHTSA Summary:

TL- THE CONTACT OWNS A 2010 TOYOTA CAMRY. ON MAY 9, 2010 WHILE DRIVING AT APPROXIMATELY 40 MPH SHE ATTEMPTED TO BRAKE FOR THE TRAFFIC LIGHT THE VEHICLE SPEED INCREASED TO 70MPH. SHE LOST CONTROL THE VEHICLE LEFT FRONT END SCRAPE THE CEMENT PAVEMENT. SHE CONTINUED TO APPLY THE BRAKE UNTIL THE VEHICLE CAME TO A STOP. SHE STATED ON MARCH 5, 2010 THE VEHICLE ACCELERATOR PEDAL WAS MODIFIED, BUT SHE HAD EXPERIENCED ACCELERATION FAILURE BEFORE THE REPAIR; THEREFORE THE REPAIR DID NOT CORRECT THE FAILURE. THE FAILURE MILEAGE WAS 7,614 AND THE CURRENT MILEAGE WAS 9,650. IL

Additional Summary:

Date of Incident: 20100309
Toyota ID No.:
NHTSA ODI No.: 10319282
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: INGLESIDE, TX

NHTSA Summary:

TL- THE CONTACT OWNS A 2009 TOYOTA CAMRY. WHILE THE CONTACT WAS PULLING OUT OF A PARKING LOT THE VEHICLE HAD SUDDENLY SURGED FORWARD WITHOUT WARNING. PRIOR TO THE RECENT FAILURE THE CONTACT HAD TAKEN THE VEHICLE TO THE DEALERSHIP WHERE NHTSA CAMPAIGN ID NUMBER: 09V388000 AND 10V017000 WERE PERFORMED ON THE VEHICLE. THERE WERE NO PRIOR WARNINGS AND THE CURRENT AND FAILURE MILEAGES WERE 36000. BML

Additional Summary:

Date of Incident: 20100309
Toyota ID No.:
NHTSA ODI No.: 10320573
Vehicle Make 2010 TOYOTA TUNDRA
Location of Incident: ABERDEEN, SD

NHTSA Summary:

I HAVE A 2008 TUNDRA AND HAD MY GAS PEDAL "FIXED". MY GAS PEDAL IS NOW EXTREMELY SENSITIVE AND I FIND DIFFICULT TO ACCELERATE SAFELY. I HAVE ISSUES WHEN ACCELERATING FROM A STOP, AS I HIT ANY SORT OF BUMP OR HOLE I FIND MYSELF "REVING" THE ENGINE AS MY PEDAL IS TOO SENSITIVE AND HOW I DESCRIBE AS LOOSE. THIS IS VERY ANNOYING AND FIND IT TO BE AN UNACCEPTABLE FIX!!!

Additional Summary:

Date of Incident: 20100309
Toyota ID No.:
NHTSA ODI No.: 10318746
Vehicle Make 2010 TOYOTA COROLLA
Location of Incident: HICKSVILLE, NY

NHTSA Summary:

2010 TOYOTA COROLLA ACCELERATOR WAS STUCK AT 40 MILES PER HOUR. JUST MISSED HITTING ANOTHER CAR ON THE ENTRANCE RAMP IN FRONT OF ME. THIS CAR WAS SUPPOSEDLY FIXED BY WESTBURY TOYOTA IN WESTBURY, NY ON FEBRUARY 9TH. THE CAR WAS BROUGHT BACK TO THE DEALER TODAY, MARCH, 10,2010. WHERE THE DEALER TOLD ME THAT OWNERS ARE MAKING THIS WHOLE PROBLEM UP, AND TRIED TO CHARGE ME \$100,00 FOR AN ELECTRONIC DIAGNOSTICS TEST ON THE CAR. HE ALSO REFUSED TO GIVE ME A LOANER CAR OR RENTAL CAR AT TOYOTA'S COST WHILE THEY CHECKED THE CAR OUT FOR A STCKING ACCELERATOR PEDAL PROBLEM BECAUSE THE RECALL "FIX" WAS ALREADY DONE ON THIS VEHICLE. OBVIOUSLY THE "FIX" DID NOT WORK AT ALL. I AM AFRAID TO DRIVE THIS VEHICLE BECAUSE IT COULD HAPPEN AGAIN WITH FATAL RESULTS.

Additional Summary:

Date of Incident: 20100309
Toyota ID No.:
NHTSA ODI No.: 10318099
Vehicle Make 2007 LEXUS ES350
Location of Incident: LANSDALE, PA

NHTSA Summary:

MY LEXUS ES 350, 2007 MODEL, ACCELERATED TWICE WHEN I REMOVED MY FOOT FROM THE GAS PEDAL. IT WOULD CUT OFF (DECELERATE) ONLY IF I PRESS THE BRAKE PEDAL. THE RECALL WAS COMPLETED ON 2/25/2010. REMOVING FOOT OFF THE GAS PEDAL DOES NOT SLOW THE VEHICLE INFACT IT ACCELERATED TWICE. IT WORKS IN SOME CASES. THE SPEED WAS 30/40 .

Additional Summary:

Date of Incident: 20100309
Toyota ID No.:
NHTSA ODI No.: 10318255
Vehicle Make 2006 TOYOTA AVALON
Location of Incident: PALESTINE, AR

NHTSA Summary:

THIS MORNING AS I WAS BACKING MY 2006 AVALON, IT BACKED OUT ON ITS OWN WITHOUT ME HITTING MY GAS PEDAL. WHEN I STOPPED AND PUT IT IN DRIVE IT THEN ACCELERATED ON ITS OWN. I HIT BRAKE AND TURNED OFF CAR. LAST WEDNESDAY (MARCH 3) I HAD THE RECALLED ACCELERATOR FIXED AT MY TOYOTA DEALER

Additional Summary:

Date of Incident: 20100309
Toyota ID No.:
NHTSA ODI No.: 10318409
Vehicle Make 2007 TOYOTA AVALON
Location of Incident: FARMINGTON HILLS, MI

NHTSA Summary:

I HAVE A 2007 TOYOTA AVALON. ON FEB. 10, 2010 THE GAS PEDAL RECALL WAS FIXED AT THE DEALER. ON MARCH 9, 2010, THE ACCELERATION PROBLEM RETURNED. THE CAR WENT APPROXIMATELY 1/2 MILE WITHOUT MY FOOT ON THE GAS PEDAL. TURNING ONTO MY DRIVEWAY, THE CAR ACCELERATED ON ITS OWN.

Additional Summary:

Date of Incident: 20100309
Toyota ID No.:

NHTSA ODI No.: 10321073
Vehicle Make 2006 TOYOTA AVALON
Location of Incident: YUMA, AZ

NHTSA Summary:

TL- THE CONTACT OWNS A 2006 TOYOTA AVALON. HE NEVER EXPERIENCED SUDDEN ACCELERATION UNTIL HE TOOK THE VEHICLE INTO THE DEALER FOR THE GAS PEDAL MODIFICATION ON MARCH 5, 2010. ON MARCH 9, 2010 WHILE HE WAS DRIVING AT APPROXIMATELY 60MPH AND ATTEMPTED TO PASS A VEHICLE THE GAS PEDAL STUCK. HE PUT THE VEHICLE IN NEUTRAL THE VEHICLE STARTED TO SLOW DOWN HE WAS ABLE TO MOVE OVER UNTO THE SIDE OF THE ROAD OPENED THE CAR DOOR GOT OUT OF THE VEHICLE AND UNSTUCK THE PEDAL WITH HIS HAND. HE TOOK THE VEHICLE BACK TO THE DEALER. THE DEALER TEST DROVE THE VEHICLE WAS NOT ABLE TO RECREATE THE FAILURE THE DEALER ALSO REMOVED THE PEDAL ASSEMBLY AND COULD NOT FIND ANY PROBLEMS. THE FAILURE MILEAGE WAS 43,100 AND CURRENT MILEAGE WAS 43,300. LI

Additional Summary:

Date of Incident: 20100310
Toyota ID No.:
NHTSA ODI No.: 10318842
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: ENON, OH

NHTSA Summary:

I HAD THE RECALL WORK DONE THE WEEKEND BEFORE THIS INCIDENT FOR THE ACCELERATOR PEDAL AND SHUT OFF SWITCH FOR THE BRAKE PEDAL. I WAS PULLING INTO A PARKING SPOT WITH MY FOOT ON THE BRAKE PEDAL, THEN THE CAR TRIED TO ACCELERATE ON ITS OWN AND LURCHING FORWARD

Additional Summary:

Date of Incident: 20100310
Toyota ID No.:
NHTSA ODI No.: 10318794
Vehicle Make 2006 TOYOTA PRIUS
Location of Incident: COCONUT CREEK, FL

NHTSA Summary:

ACCELERATOR STICKING ON A 2006 TOYOTA PRIUS. IT IS NOT CATCHING ON THE FLOOR MAT, WHICH IS THE RECALL FOR THAT YEAR. THE CAR HAS 89,000 MILES. THIS PROBLEM JUST STARTED IN THE PAST MONTH. I WILL START TO ACCELERATE, AND IT WILL JUST TAKE OFF WITHOUT WARNING. SO FAR, IT HAS POPPED LOOSE AND RETURNED TO NORMAL. MOST RECENT DATE IS LISTED BELOW.

Additional Summary:

Date of Incident: 20100310
Toyota ID No.:
NHTSA ODI No.: 10319101
Vehicle Make 2008 TOYOTA CAMRY
Location of Incident: LOS ANGELES, CA

NHTSA Summary:

11 DAYS AGO THE MARINA TOYOTA DEALERSHIP PERFORMED BOTH TOYOTA RECALL REPAIRS ON MY 2008 CAMRY. ON MARCH 10, AROUND 0519 AM, I WAS STARTING TO PARK MY CAR AT THE GYM. I APPLIED THE BRAKES TO SLOW INTO THE PARKING STALL. THE MOMENT THAT I APPLIED THE BRAKES; THE ENGINE STARTED TO RACE; THE CAR LURCHED FORWARD; THE BRAKES WERE USELESS IN STOPPING THE VEHICLE; AND I COULD NOT STEER THE VEHICLE. MY VEHICLE SLAMMED INTO A PARKED JEEP CHEROKEE; THE JEEP INTURN COLLIDED WITH A PARKED SUBARU OUTBACK. MY VEHICLE WAS TOWED TO THE DEALERSHIP AND WE ARE WAITING FOR TOYOTA'S TECHNICIANS TO EXAMINE THE CAR. I AM VERY THANKFUL TO GOD THAT NO ONE WAS INJURED OR KILLED IN THIS INCIDENT. HOWEVER, I FIRMLY BELIEVE THAT MY CAMRY IS UNSAFE AND I WILL NEVER DRIVE IT AGAIN. I HAVE WRITTEN THE VEHICLE OFF AS A TOTAL LOSS. SINCE I AM A JEHOVA WITNESS, I CANNOT SELL THE VEHICLE BECAUSE THEN I WOULD BE BLOOD-GUILTY IF ANYONE WAS INJURED OR KILLED BY THE VEHICLE. I AM A ELECTRICAL ENGINEER WITH A MASTERS DEGREE IN ELECTRONICS AND CONTROL SYSTEMS. I HAVE 32 YEARS EXPERIENCE IN SYSTEMATICALLY SOLVING ELECTRICAL PROBLEMS (PARTICULARLY INTERMITTENT ELECTRICAL ISSUES). IN MY CASE, GIVEN THE SIMULTANEOUS FAILURE OF MULTIPLE SYSTEMS (ENGINE RPM CONTROL, BRAKING AND STEERING), THE CAUSE IS DEFINITELY ELECTRICAL , NOT MECHANICAL. MY EXPERIENCE WITH COMPUTER CONTROLS STRONGLY SUGGESTS THAT THE KEY HARDWARE INVOLVED IS THE ON-BOARD CPU. THEREFORE, IN MY PROFESSIONAL ENGINEERING OPINION, TOYOTA HAS NOT DETERMINED THE ROOT CAUSE OF THE SUDDEN ACCELERATION PROBLEM.

Additional Summary:

Date of Incident: 20100310
Toyota ID No.:
NHTSA ODI No.: 10320934
Vehicle Make 2007 TOYOTA CAMRY
Location of Incident: RICHMOND, VA

NHTSA Summary:

ATTN: DEFECTS INVESTIGATIONS OFFICE. 2007 TOYOTA CAMRY WITH 38721 MILES THAT IS OWNED BY AND USED AS AN UNDERCOVER POLICE

VEHICLE ACCELERATED WITHOUT EXPLANATION ON MARCH 10, 2010. THE OPERATOR, WHO IS A SWORN OFFICER, ADVISES THAT HIS FOOT WAS NOT ON THE ACCELERATOR AND THE VEHICLE INCREASED IN SPEED AND ENGINE REVOLUTIONS WITHOUT EXPLANATION. THE EVENT OCCURRED OVER THE COURSE OF APPROXIMATELY 1/10TH OF A MILE REACHING SPEEDS JUST OVER 60 MPH. THE ACCELERATION EVENT CORRECTED ITSELF. THERE WAS NO INJURY OR CRASH ASSOCIATED WITH THE EVENT. THE VEHICLE IN QUESTION HAD COMPLETED A TOYOTA RECALL SERVICE PROGRAM # SSC90L TO ADDRESS ACCELERATION ISSUES WITH THIS MODEL VEHICLE ON MARCH 2, 2010. THE VEHICLE WAS RETURNED TO THE HENRICO POLICE ON MARCH 3, 2010. THE EXTREMELY SHORT PERIOD OF TIME BETWEEN THE RECALL SERVICE AND THIS SUDDEN UNANTICIPATED ACCELERATION EVENT GIVES REASON TO BELIEVE THAT THE RECALL SERVICE WAS NOT EFFECTIVE IN CORRECTING THE ACCELERATION ISSUES ASSOCIATED WITH TOYOTA BRAND VEHICLES. THE VEHICLE WAS PARKED SHORTLY AFTER THE EVENT AND IS CURRENTLY SECURED BY THE HENRICO POLICE. THE VEHICLE HAS NOT BEEN DRIVEN OR EXAMINED BY ANY PARTIES SINCE THE OCCURRENCE OF THIS ACCELERATION EVENT. IN LIGHT OF THE FACT THAT THIS VEHICLE HAD RECENTLY COMPLETED THE REQUIRED ACCELERATION RECALL SERVICE AND HAS BEEN SECURED SINCE THE DATE OF THE OCCURRENCE, THIS AGENCY BELIEVES THAT THIS VEHICLE IS AN IDEAL CANDIDATE FOR EXAMINATION BY THE OFFICE OF DEFECTS INVESTIGATIONS TO DETERMINE THE ORIGIN OF THIS UNANTICIPATED ACCELERATION EVENT. THE VEHICLE IN QUESTION IS OUTFITTED WITH TOYOTA BRAND FLOOR MATS WHICH ARE TETHERED TO ANCHORS IN THE FLOORBOARD OF THE VEHICLE.

Additional Summary:

Date of Incident: 20100311
Toyota ID No.:
NHTSA ODI No.: 10321267
Vehicle Make 2010 TOYOTA RAV4
Location of Incident: LAKEWOOD, NJ

NHTSA Summary:

ON 1/28/10 AS I SLOWED FOR A TRAFFIC LIGHT THE RAV4 STARTED TO HIGHLY REV UP.(MY FOOT WAS ON THE BRAKE NOT ON THE ACCELERATOR) YET IT SOUNDED AS IF IT WAS GOING TO SPEED UP FOR NO REASON. IT DIDN'T ACTUALLY ACCELERATED. I WAS ABLE TO THROW THE GEAR INTO PARK AND IT STOPPED. THAT SAME DAY I BROUGHT IT TO THE DEALER AND THEY SAID THEY FIXED IT AS PER THE RECALL. ON 3/11/10 I WAS TALKING WITH SOMEONE WHO WAS OUTSIDE THE VEHICLE. I WAS AT A FULL STOP WITH MY FOOT ON THE BRAKE BUT STILL IN DRIVE. THE SAME HIGH REVING AGAIN HAPPENED. I AGAIN THREW THE GEAR INTO PARK AND THE REVING STOPPED. I BROUGHT THE VEHICLE BACK TO

THE DEALER. THEY INSPECTED THE VEHICLE AND THEY HAD A TOYOTA FIELD TECH INSPECT THE VEHICLE. THEY FOUND NOTHING WRONG WITH THE PEDAL. I HAVE WITNESSES TO BOTH EVENTS. THERE IS SOME PROBLEM IF IT ISN'T THE PEDAL, IT IS SOMETHING ELSE. VEHICLES DON'T REV BY THEMSELVES. I REFUSE TO DRIVE THE VEHICLE AND I HAVE NOTIFIED TOTYOTA. PLEASE ADVISE AND HELP ME I LIKE THE VEHICLE OTHERWISE.

Additional Summary:

Date of Incident: 20100311
Toyota ID No.:
NHTSA ODI No.: 10321625
Vehicle Make 2007 TOYOTA CAMRY HV
Location of Incident: MIAMI, FL

NHTSA Summary:

TL- THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHILE THE CONTACT WAS PULLING INTO HER DRIVEWAY THE VEHICLE HAD SUDDENLY ACCLERATED WITHOUT WARNING CAUSING THE VEHICLE TO CRASH INTO A NEARBY FENCE. NO ONE WAS INJURED AND A POLICE REPORT WAS NOT FILED. THE VEHICLE WAS TAKEN TO THE DEALERSHIP WHERE THE CONTACT WAS INFORMED THAT THE FAILURE COULD NOT BE REPRODUCED. PRIOR TO THE RECENT FAILURE THE CONTACT HAD TAKEN HER VEHICLE TO THE DEALERSHIP WHERE RECALL NHTSA CAMPAIGN ID NUMBER: 09V388000 WAS PERFORMED ON HER VEHICLE. THE CURRENT AND FAILURE MILEAGES WERE 34000. BML

Additional Summary:

Date of Incident: 20100311
Toyota ID No.:
NHTSA ODI No.: 10324012
Vehicle Make 2007 LEXUS ES350
Location of Incident: PAULDING, OH

NHTSA Summary:

TL* THE CONTACT OWNS A 2007 LEXUS ES350. ON MARCH 11, 2010, WHILE DRIVING FROM ONE PARKING LOT TO ANOTHER, THE CONTACT DEPRESSED THE ACCELERATOR PEDAL AND THE VEHICLE SUDDENLY ACCELERATED LIKE A ROCKET. THE VEHICLE CRASHED INTO A LIGHT POST AND KNOCKED IT FROM ITS FOUNDATION, WHICH THEN LANDED ON THE VEHICLE. THE CONTACT WAS TRANSPORTED TO THE HOSPITAL WITH INJURIES. A POLICE REPORT WAS FILED. THE VEHICLE WAS INSPECTED BY NHTSA ON MARCH 31, 2010. THE VEHICLE WAS TOTALED. THE CONTACT STATED THAT THE VEHICLE WAS PREVIOUSLY TAKEN INTO THE DEALERSHIP FOR RECALL 09V388000 (VEHICLE SPEED CONTROL:ACCELERATOR PEDAL) AND THE REPAIRS WERE BELIEVED TO

HAVE BEEN PERFORMED. THE CURRENT AND FAILURE MILEAGES WERE 67,063.

Additional Summary:

Date of Incident: 20100311
Toyota ID No.:
NHTSA ODI No.: 10323869
Vehicle Make 2010 TOYOTA CAMRY
Location of Incident: SALEM, OR

NHTSA Summary:

TL*THE CONTACT OWNS A 2010 TOYOTA CAMRY. WHILE STOP AT A STOP SIGN THE VEHICLE ACCELERATED AND THE ENGINE WAS REVIVING. THE CONTACT APPLIED THE BRAKES AND THE ACCELERATION STOPPED. THE CONTACT STATED THIS HAPPEN AFTER THE RECALL REPAIR WAS DONE, HE REFERENCE CAMPAIGN ID NUMBER: 09V388000 REGARDING (VEHICLE SPEED CONTROL:ACCELERATOR PEDAL). HIS FAILURE HAS HAPPEN SEVERAL TIMES. THE VEHICLE WAS TAKEN TO THE DEALER AND THEY COULD NOT DUPLICATE THE FAILURE. THE MANUFACTURE HAS NOT BEEN CONTACTED. THE FAILURE MILEAGE WAS APPROXIMATELY 4,000 AND CURRENT MILEAGE WAS 5,000.

Additional Summary:

Date of Incident: 20100311
Toyota ID No.:
NHTSA ODI No.:
Vehicle Make 2007 LEXUS ES350
Location of Incident: PAULDING, OH

NHTSA Summary:

Additional Summary:

FROM NEWS ARTICLES -

"An Ohio woman said her Lexus sped through a parking lot, unimpeded when she hit the brakes, and crashed into a light pole in Fort Wayne, Ind., after its accelerator dropped to the floor.

Myrna Cook, 67, of Paulding, was treated for a broken leg and other injuries after Thursday's crash. She said she almost struck cars and pedestrians in the lot of the upscale Jefferson Pointe outdoor shopping mall.

"I just pulled out and then I heard this huge, loud revving sound, and my car instantly — I mean instantaneously — zoomed forward," Paulding told The Associated Press.

Cook, who said she has followed news coverage of Toyota's troubles, said she put the car in neutral, tried to turn off the ignition and slammed on the brake. She said none of those measures nor a brake override system a dealer installed about two weeks ago seemed to have any effect.

The impact of the Lexus' air bag deploying fractured a bone in Cook's leg. She said she was relieved that she was able to avoid hitting any people.

"That was my biggest concern because I couldn't see, I was going so fast," Cook said."

Date of Incident: 20100312
Toyota ID No.:
NHTSA ODI No.: 10320816
Vehicle Make 2010 TOYOTA COROLLA
Location of Incident: REIDSVILLE, NC

NHTSA Summary:
I BOUGHT A NEW 2010 COROLLA AND WAS TOLD ALL RECALLS WERE FIXED. MY GAS PEDAL STUCK COMING HOME FROM WORK I CALLED THE DEALER SHIP THEY CHECKED THEIR RECORDS AND FOUND THAT MY CAR DID NOT GET FIXED

Additional Summary:

Date of Incident: 20100312
Toyota ID No.:
NHTSA ODI No.: 10320735
Vehicle Make 2005 TOYOTA AVALON
Location of Incident: MENLO PARK, CA

NHTSA Summary:
2005 TOYOTA AVALON - SENT CAR IN ON THURS, MAR 11TH FOR FIXES PER RECALL ON ACCELERATOR AND FLOOR MAT. THE NEXT DAY AFTER THE FIX HAD BEEN COMPLETED, WHILE DRIVING, THE CAR ACCELERATED ON ITS OWN AFTER RELEASING THE ACCELERATOR. THE CAR WAS FIXED AT THE TOYOTA DEALERSHIP IN REDWOOD CITY, CA

Additional Summary:

Date of Incident: 20100312
Toyota ID No.:
NHTSA ODI No.: 10320639
Vehicle Make 2007 TOYOTA CAMRY HV
Location of Incident: SIGNAL HILL, CA

NHTSA Summary:
HAD ACCIDENT WITH '07 CAMRY HYBRID. RECALLS DONE 5 DAYS PREVIOUSLY. APPLIED BRAKE TO STOP AT LIGHT. CAR ACCELERATED AND STRUCK CAR IN FRONT OF ME. NO INJURIES TO ANYONE INCLUDING

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MY 97 YR. OLD FATHER TOW DRIVER SAID RPM'S WERE "WAY UP" WHEN HE DROVE CAR TO PUT IT ON FLATBED. RECALLED INCIDENT OF SIX MONTHS PREVIOUSLY, AFTER ACCIDENT, WHEN I ATTEMPTED TO BRAKE AT CORNER BEFORE MAKING LEFT TURN. CAR ACCELERATED AND I SHOT ACROSS STREET FRANTICALLY APPLYING BRAKE AND STOPPED JUST SHORT OF A LINE OF PARKED CARS. THOUGHT LITTLE MORE ABOUT THE INCIDENT AS I BELIEVED, AT THE TIME, THAT I HAD MIXED UP THE ACCELERATOR AND BRAKE PEDALS. DRIVING A RENTAL AT PRESENT, CAR IS ON HOLD BEFORE REPAIR SO IT CAN BE INSPECTED BY TOYOTA. THE SUBRAGATION DEPT. OF MY INS. COMPANY HAS ATTEMPTED TO CONTACT TOYOTA TO DISCUSS A NUMBER OF CLAIMS BY THEIR CUSTOMERS AND TOYOTA HAS NOT RESPONDED SO FAR.

Additional Summary:

Date of Incident: 20100312
Toyota ID No.:
NHTSA ODI No.: 10320533
Vehicle Make 2010 TOYOTA HIGHLANDER
Location of Incident: ELLENBURG DEPOT, NY

NHTSA Summary:

I OWN A 2010 TOYOTA HIGHLANDER WHICH I PURCHASED 3 MONTHS AGO. I HAD THE GAS PEDAL "FIX" DONE ON 2/15 AND ON 3/12 MY GAS PEDAL STUCK MULTIPLE TIMES!!! I CALLED TOYOTA AND TOLD THEM ABOUT THE PROBLEM AND THEY SAID THERE WAS NOTHING THEY COULD DO ABOUT IT AS THE FIX HAD ALREADY BEEN MADE. I ASKED THAT THEY TAKE MY VEHICLE BACK AND CANCEL MY LEASE AS IT IS AN UNSAFE VEHICLE AND I REFUSE TO PUT MY CHILDREN IN IT. THEY REFUSED. TOYOTA DRIVERS NEED TO KNOW THAT THE FIX WAS NOT A REAL FIX AND TO BE VERY CAREFUL WHEN DRIVING.

Additional Summary:

Date of Incident: 20100313
Toyota ID No.:
NHTSA ODI No.: 10320922
Vehicle Make 2010 TOYOTA PRIUS
Location of Incident: LOS ANGELES, CA

NHTSA Summary:

I WAS DRIVING DOWN LAUREL CANYON IN LOS ANGELES, I HIT MY BRAKES, THEY ACCELERATED AND I HIT THE CAR IN FRONT OF ME. I DID HAVE THE CODE IN MY 2010 PRIUS FIXED HOWEVER THERE WERE STILL SOME MINOR ACCELERATION PROBLEMS AND I WAS SO ANNOYED THAT I DIDN'T SAY ANYTHING. HOWEVER NOW I HAVE RAN INTO THE CAR IN FRONT OF ME.

Additional Summary:

Date of Incident: 20100313
Toyota ID No.:
NHTSA ODI No.: 10320689
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: LAURINBURG, NC

NHTSA Summary:

TL-THE CONTACT OWNS A 2009 TOYOTA CAMRY. THE CONTACT WAS DRIVING APPROXIMATELY 55 MPH. WHILE BRAKING THE PEDAL TRAVELED TO THE FLOOR WITHOUT RESISTANCE. THE VEHICLE WAS ABLE TO SLOW DOWN. THERE WAS A SEPARATE OCCASION THE DRIVER EXPERIENCED AN UNINTENDED INCREASE OF ACCELERATION. THE FAILURE OCCURRENCES WERE INTERMITTENT. THE VEHICLE WAS PREVIOUSLY REPAIRED UNDER NHTSA CAMPAIGN ID NUMBER 10V017000 (VEHICLE SPEED CONTROL:ACCELERATOR PEDAL). HOWEVER, THE REMEDY WAS INSUFFICIENT. THE FAILURE OCCURRED AFTER THE RECALL REMEDY REPAIR. CURRENTLY, THE VEHICLE IS AT AN AUTHORIZED DEALER FOR SERVICE REPAIR. THE FAILURE MILEAGE WAS 9,672. JS

Additional Summary:

Date of Incident: 20100313
Toyota ID No.:
NHTSA ODI No.: 10320673
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: LAURINBURG, NC

NHTSA Summary:

TL-THE CONTACT OWNS A 2009 TOYOTA CAMRY. THE CONTACT WAS DRIVING APPROXIMATELY 55 MPH. WHILE BRAKING THE PEDAL TRAVELED TO THE FLOOR WITHOUT RESISTANCE. THE VEHICLE WAS ABLE TO SLOW DOWN. THERE WAS A SEPARATE OCCASION THE DRIVER EXPERIENCED AN UNINTENDED INCREASE OF ACCELERATION. THE FAILURE OCCURRENCES WERE INTERMITTENT. THE VEHICLE WAS PREVIOUSLY REPAIRED UNDER NHTSA CAMPAIGN ID NUMBER 10V017000 (VEHICLE SPEED CONTROL:ACCELERATOR PEDAL). HOWEVER, THE REMEDY WAS INSUFFICIENT. THE FAILURE OCCURRED AFTER THE RECALL REMEDY REPAIR. CURRENTLY, THE VEHICLE IS AT AN AUTHORIZED DEALER FOR SERVICE REPAIR. THE FAILURE MILEAGE WAS 9,672. JS

Additional Summary:

Date of Incident: 20100314
Toyota ID No.:

NHTSA ODI No.: 10322492
Vehicle Make 2007 LEXUS IS250
Location of Incident: VICTORVILLE, CA

NHTSA Summary:

I PURCHASED A 2007 LEXUS IS250 ABOUT A MONTH AGO FROM CARMAX. I WAS DRIVING AT APPROX 30MPH WHEN A CAT ENTERED THE ROADWAY. I TRIED TO SLAM ON THE BRAKES BUT THE CAR ACCELERATED INSTEAD AND QUICKLY GAINED SPEED. I DON'T KNOW HOW FAST I WAS GOING WHEN I WAS ABLE TO STEP ON THE BRAKE ENOUGH FOR IT TO STOP. CARMAX TELLS ME ITS NOT THEIR PROBLEM, EVEN THOUGH THEY SOLD ME A CAR THAT WAS ALREADY RECALLED. AND LEXUS SAYS THAT THEY DON'T HAVE THE PART FOR IT BUT WILL PUT ME ON A WAITING LIST. SO, I EITHER GAMBLE WITH MY LIFE AND DRIVE THE CAR ANYWAY, OR I'M STUCK WITHOUT A VEHICLE AT ALL. I'M FURIOUS!

Additional Summary:

Date of Incident: 20100314
Toyota ID No.:
NHTSA ODI No.: 10319666
Vehicle Make 2007 TOYOTA TUNDRA
Location of Incident: GREEN VALLEY, AZ

NHTSA Summary:

2007 TUNDRA GAS PEDAL STICKS EVEN AFTER DEALER INSTALLED A SHIM IN FEBUARY 2010

Additional Summary:

Date of Incident: 20100314
Toyota ID No.:
NHTSA ODI No.: 10320417
Vehicle Make 2005 TOYOTA AVALON
Location of Incident: BENNINGTON, NE

NHTSA Summary:

I HAVE A TOYOTA AVALON (2005) THAT HAS BEEN IN TO TOYOTA FOR ALL THE RECALLS (FLOORMAT, ACCELERRATOR). ON MARCH 14, 2010 I WAS LEAVING A PARKING LOT WHEN THE CAR ACCELERATED AND I COULD NOT STOP IT EVEN BY PUTTING 2 FEET ON THE BRAKE. I STEERED THE CAR OVER TOWARDS THE CURB, JUMPED IT AND PUSHED THE IGNITION BUTTON WHILE BOTH FEET WERE ON THE BRAKE. THE CAR THEN STOPPED. I WAITED ABOUT 10 MINUTES THEN DROVE SLOWLY AND APPREHENSIVELY HOME. I CALLED THE DEALER FIRST THING MONDAY MORNING AND WAS UNABLE TO GET THE CAR INTO THE SHOP UNTIL TUESDAY MORNING. THE CAR REMAINS AT THE DEALER'S AS THEY ARE STILL TRYING TO RECREATE WHAT HAPPENED. I WAS TOLD THEY WERE TALKING TO KANSAS CITY AND CALIFORNIA. MY FEAR IS THAT NOTHING

WILL BE FOUND, THEY CANNOT ASSURE ME THIS WON'T HAPPEN AGAIN. I AM VERY APPREHENSIVE AS I AWAIT THE OUTCOME. DO YOU HAVE ANY ADVICE?

Additional Summary:

Date of Incident: 20100314
Toyota ID No.:
NHTSA ODI No.: 10320489
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: ORLANDO, FL

NHTSA Summary:

THIS PAST SUNDAY 2-14-10 AT ABOUT 6P.M I NEARLY LOST MY LIFE WHEN MY VECHILE ACCELARATED UNEXPECTEDLY FULLY CLIMED THE UP THE ALIVATED SIDE WALK AND CRASH INTO THE BUILDING THAT'S WHEN IT FINNALY CAME TO FULL STOP ALTHOUGH MY FOOT WAS ON THE BRAKE AND FULEY DEPRESSED DOWN I'M THANKFUL THEIR WAS NO ONE STANDING RIGHT IN FRONT OF THE PARKING SPACE THAT ENTERED INTO WORDS CAN'T DESCRIBE THE FEAR AND ANXIETY THAT I FELT AT THAT TIME AND NOW. LET ME PLEASE INFORMED YOU THAT IVED ALREADY PERFUMED ALL THE RECALLED ISSUE THAT IWAS TOLD INVOLED MY VECHILE IMMEDIATLY AT THIS POINT I DONT KNOW WHAT TO DO PLEASE HELP ME I;VE OFTEN EXPERIENCE A LOST OF POWER WITH MY VECHILE WHEN I ENTER THE ENTERSTATE ALTHOUGH I DEPRESSED THE ACCELERATION TO CATCH UP WITH CURENT TRAFIC THE VECHILE DOES NOT RESPONDED SOMETIMES IT FELT LIKE IT SHOT OFF. AFTER REPORTING IT TO MY DEALER DURING A RUTEIN SCHEDURAL VISIT I WAS TOLD THE PROBLEM WAS WITH THE SOFTWARE AND THAT THERE WAS AN UPDATE ONE AVAILABLE WAS INSTALL TO CURE THE PROBLEM

Additional Summary:

Date of Incident: 20100314
Toyota ID No.:
NHTSA ODI No.: 10319542
Vehicle Make 2006 TOYOTA AVALON
Location of Incident: KENMORE, WA

NHTSA Summary:

I HAVE A 2006 TOYOTA AVALON. I TOOK IT IN A FEW WEEKS AGO TO HAVE THE ACCELERATOR RECALL PROBLEM "FIXED". TODAY (3/14), I WAS TRAVELLING THRU A SHOPPING CENTER PARKING LOT AT 10 TO 12 MPH. AS I TOUCHED THE BRAKE, THE CAR STARTED TO ACCELERATE, GRINDING THRU THE BRAKES. I PUSHED IT INTO NEUTRAL AND JAMMED THE BRAKE. THERE WAS A VERY LOUD "THUNK" AND THE CAR STOPPED AND CEASED TRYING TO ACCELERATE.

Additional Summary:

Date of Incident: 20100314
Toyota ID No.:
NHTSA ODI No.: 10320121
Vehicle Make 2005 TOYOTA PRIUS
Location of Incident: MIAMI, FL

NHTSA Summary:

TL- THE CONTACT OWNS A 2005 TOYOTA PRIUS. WHILE ATTEMPTING TO PULL INTO HIS DRIVEWAY TO PARK THE VEHICLE AND DEPRESSING THE BRAKE PEDAL SIMULTANEOUSLY THE VEHICLE ABNORMALLY ACCELERATED. THE BRAKES WOULD NOT ENGAGE AND THE VEHICLE CRASHED INTO THE GARAGE CEMENT WALL. THE CONTACT IMMEDIATELY ENGAGED THE EMERGENCY BRAKE IN AN ATTEMPT TO STOP THE VEHICLE FROM PROCEEDING ANY FURTHER. THE PASSENGER IN THE VEHICLE SUSTAINED MINOR INJURIES TO HER HEAD AND FACE AREA. THE POLICE ARRIVED AND A REPORT WAS FILED ACCORDINGLY. THE MANUFACTURER WAS CONTACTED AND HE WAS AWAITING A REPLY, TO DATE. TWO MONTHS PRIOR TO THE INCIDENT, HE NOTICED HIS VEHICLE WAS UNDER RECALL (NHTSA CAMPAIGN ID NUMBER: 09V388000: VEHICLE SPEED CONTROL:ACCELERATOR PEDAL) AND TOOK THE VEHICLE IN FOR REPAIRS. THE DEALER ADVISED HIM THERE WAS NOTHING WRONG WITH THE VEHICLE UPON A VISUAL INSPECTION. A DIAGNOSTIC WAS NOT PERFORMED ON THE VEHICLE AND THE VEHICLE WAS RELEASED TO THE OWNER. THE FAILURE AND CURRENT MILEAGES WERE APPROXIMATELY 40,000. *KMJ

Additional Summary:

Date of Incident: 20100315
Toyota ID No.:
NHTSA ODI No.: 10324422
Vehicle Make 2007 TOYOTA CAMRY
Location of Incident: ALBANY, GA

NHTSA Summary:

2007 TOYOTA CAMRY WAS REPAIRED PURSUANT TO LETTERS FROM TOYOTA ABOUT A RECALL. APPROXIMATELY ONE WEEK AFTER THE "REPAIR" THE CAR ACCELERATED INTO THE WALL OF A BUSINESS IN ALBANY, GEORGIA. FORTUNATELY NO ONE WAS INJURED, BUT THERE WAS DAMAGE TO THE BUSINESS AND THE VEHICLE.

Additional Summary:

Date of Incident: 20100315
Toyota ID No.:
NHTSA ODI No.: 10325137

Vehicle Make 2007 TOYOTA CAMRY

Location of Incident: SYLVANIA, OH

NHTSA Summary:

I WAS DRIVING FOR WORK WITH MY TOYOTA CAMRY 2007. WHILE ACCELERATING TO GET ON THE HIGHWAY, AROUND THE END OF THE RAMP, MY VEHICLE SUDDENLY ACCELERATED WITH NO CONTROLS WORKING FROM THE DRIVER'S SEAT EITHER FOR THE STEERING WHEEL OR THE BRAKE. IN A MATTER OF A FEW SECONDS, THE VEHICLE WENT A FEW TIMES IN A ZIG-ZAG MANNER AND SUBSEQUENTLY HIT A SEMI-TRAILER WHICH WAS SOUTHBOUND ON THE HIGHWAY. MY CAR WAS COMPLETELY SMASHED IN THE FRONT AND TOTALED LATER. THIS INCIDENT OCCURRED AFTER MY CAR WENT THROUGH THE ACCELERATOR PEDAL REPLACEMENT AS PER RECOMMENDATIONS OF THE TOYOTA RECALL PROCEDURE. I COULD HAVE BEEN EASILY KILLED IN THIS ACCIDENT. I GOT A TRAFFIC TICKET FOR THE FIRST TIME IN MY LIFE AFTER HAVING A TICKET-FREE DRIVING RECORD FOR THE PAST 11+ YEARS. I AM PLEADING 'NOT GUILTY' FOR THIS TICKET BECAUSE THE DEFECTIVE TOYOTA CAR WAS RESPONSIBLE FOR THE ACCIDENT AND NOT MY ERROR.

Additional Summary:

Date of Incident: 20100315

Toyota ID No.:

NHTSA ODI No.: 10319945

Vehicle Make 2009 LEXUS ES350

Location of Incident: GREAT NECK, NY

NHTSA Summary:

GAS PEDAL GOT STUCK ON A RECALLED LEXUS LEADING TO A CRASH, AFTER THE RECALL WORK WAS DONE BY THE DEALERSHIP.

Additional Summary:

Date of Incident: 20100315

Toyota ID No.:

NHTSA ODI No.: 10320082

Vehicle Make 2009 TOYOTA CAMRY

Location of Incident: NORTH ANDOVER, MA

NHTSA Summary:

TL-THE CONTACT OWNS A 2009 TOYOTA CAMRY. THE CONTACT STATED SHE HAD THE RECALL REPAIR DONE AND ON THE WAY HOME FROM THE DEALERSHIP DRIVING OVER 8MPH THE VEHICLE ACCELERATED THREE TIMES WITHOUT HER PRESSING THE ACCELERATED PEDAL. THE VEHICLE KEPT ON DECELERATING AND ACCELERATING WITHOUT HER ASSISTING THE PEDAL. THE VEHICLE WILL BE TAKEN BACK TO THE DEALER SHE ALSO STATED SHE NEVER HAD THIS PROBLEM BEFORE THE FIX. THE

TOYOTA MANUFACTURE WAS CALL AND STATED THE EXPERIENCE IS UNIQUE AND HAS NOT HAPPEN TO ANY OTHER TOYOTA FIXES AND SHE IS ON HER OWN. THE FAILURE MILEAGE WAS 19,500....MW

Additional Summary:

Date of Incident: 20100315

Toyota ID No.:

NHTSA ODI No.: 10320102

Vehicle Make 2010 TOYOTA COROLLA

Location of Incident: AMANDA DR, DE

NHTSA Summary:

MY TOYOTA COROLLA ACCELLERATOR STUCK AFTER THE DEALOR FIX IT.

Additional Summary:

Date of Incident: 20100315

Toyota ID No.:

NHTSA ODI No.: 10320766

Vehicle Make 2007 TOYOTA AVALON

Location of Incident: DENVER, IA

NHTSA Summary:

TL- THE CONTACT OWNS A 2007 TOYOTA AVALON XL SEDAN. THE VEHICLE WAS TAKEN TO THE DEALER FOR RECALL, REGARDING THE ACCELERATOR PEDAL DEFECT. THE DEALER FIXED THE ACCELERATION PEDAL. AFTER THE REPAIRS WERE MADE DUE TO THE RECALL, THE CONTACT STATED THE DRIVER OF THE VEHICLE WAS DRIVING APPROXIMATELY 2 MPH WHEN THE VEHICLE ACCELERATED. THE CONTACT GAINED CONTROL OF THE VEHICLE BY PUTTING THE VEHICLE IN NEUTRAL AND APPLYING THE BREAK. THE CONTACT STATED THAT THE MASTER CRUISE CONTROL WAS ON IN THE VEHICLE WHEN THE VEHICLE ACCELERATED. THE CONTACT STATED THAT THE WEATHER WAS NOT A FACTOR. THE VEHICLE WAS TAKEN TO THE DEALER FOR DIAGNOSTIC AND TESTING. THE DEALER STATED TO THE CONTACT THAT THERE IS A SECOND ACCELERATOR RECALL INVOLVING A CHIP. THE CONTACT STATED THAT THE VEHICLE IS STILL AT THE DEALER. THE APPROXIMATE FAILURE MILEAGE WAS 35,000. THE APPROXIMATE CURRENT MILEAGE WAS 35,000. RG

Additional Summary:

Date of Incident: 20100316

Toyota ID No.:

NHTSA ODI No.: 10320519

Vehicle Make 2009 TOYOTA CAMRY

Location of Incident: WHITTIER, CA

NHTSA Summary:

TL- CONTACT OWNS A 2009 TOYOTA CAMRY. THE DRIVE STATES SHE HAD HER VEHICLE IN FOR THE ACCELERATOR PEDAL. THE DRIVER STATES THEY DID NOT FIX HER VEHICLE. THE DRIVER STATES SHE WAS DRIVING HOME AT ABOUT 20MPH THE SAME DAY AFTER GETTING HER VEHICLE REPAIRED. THE DRIVER STATES SHE WAS DRIVING DOWN HILL APPLYING HER BRAKES WHEN HER ENGINE BECAUSE REVING UP. THE DRIVER STATES THE VEHICLE DID NOT TAKE OFF BUT THE ENGINE WAS REVING VERY LOUD. THE CONTACT STATES SHE CONTACTED THE DEALER AND THEY TOLD HER TO COME RIGHT BACK. THE DRIVER STATES SHE DID TAKE THE VEHICLE BACK AND THE DEALER SAID HE WOULD TEST DRIVE IT BUT WHEN HE GOT IN HE DIDN'T EVEN TURN THE VEHICLE ON HE JUST TOOK HIS FOOT AND KEPT MOVING THE ACCELERATOR PEDAL OVER TO THE RIGHT. THE FAILURE MILEAGE WAS 17,429 AND THE CURRENT MILEAGE IS 17,500. AR

Additional Summary:

Date of Incident: 20100316
Toyota ID No.:
NHTSA ODI No.: 10319743
Vehicle Make 2010 TOYOTA CAMRY
Location of Incident: MASSAPEQUA PARK, NY

NHTSA Summary:

LTR FWD (NY) OWNER OF A 2010 TOYOTA CAMRY THAT HAS BEEN SERVICE FOR MULTIPLE DEFECTS SINCE PURCHASED INCLUDING BRAKING SYSTEM AND GAS PEDAL RECALL, REPLY TO MASSAPEQUA, NY OFC. *TGW THE BACK SEAT FOAM WAS DEFECTIVE AND HAD TO BE REPLACED, THE PASSENGER EXTERIOR MIRROR WAS LOOSE, THE BRAKES HAD TO BE PUMPED SO THEY WOULDN'T FEEL MUSHY, THE STEERING WAS LOOSE AND THE DASHBOARD LIGHTS WOULD DIM WHILE DRIVING AND WHEN APPLYING THE BRAKE. THE CONSUMER CONTACTED THE DEALER AND INFORMED THEM THE LIGHTS WERE NOT WORKING. THEY STATED IT SOUNDED AS THOUGH IT WAS AN ELECTRICAL PROBLEM AND SHE WOULD HAVE TO LEAVE THE VEHICLE. THE CONSUMER ALSO STATED WHEN SHE APPLIED THE BRAKE, THE VEHICLE WOULD LUNGE FORWARD.

*JB

Additional Summary:

Date of Incident: 20100317
Toyota ID No.:
NHTSA ODI No.: 10322553
Vehicle Make 2009 TOYOTA COROLLA
Location of Incident: LITTLE NECK, NY

NHTSA Summary:

I HAD A RECALL REPAIR PERFORMED TO MY 2009 TOYOTA COROLLA ON 3/17/10 TO INSTALL A REINFORCEMENT BAR IN THE ACCELERATOR PEDAL. SINCE THEN, I HAVE EXPERIENCED PROBLEMS WITH THE CAR ACCELERATING AND/OR NOT SLOWING DOWN WHEN I TAKE MY FOOT OFF OF THE ACCELERATOR PEDAL. RATHER THAN CORRECT A PROBLEM, THE RECALL REPAIR CREATED A SERIOUS SAFETY PROBLEM.

Additional Summary:

Date of Incident: 20100317
Toyota ID No.:
NHTSA ODI No.: 10320774
Vehicle Make 2009 TOYOTA MATRIX
Location of Incident: DEERFIELD, IL

NHTSA Summary:

TL- THE CONTACT OWNS A 2009 TOYOTA MATRIX. THE CONTACT WAS AT THE STOP LIGHT WHEN THE VEHICLE HAD ACCELERATED. THE CONTACT STATED THAT HE GAINED CONTROL OF THE VEHICLE BY PRESSING THE BRAKE PEDAL ALL THE WAY DOWN TO THE FLOOR, PUT THE VEHICLE IN NEUTRAL, AND CUT THE IGNITION OFF. THE CONTACT STATED THAT THE VEHICLE WAS REPAIRED PRIOR DUE TO THE ACCELERATION PEDAL RECALL. THE VEHICLE WAS TAKEN BACK TO THE DEALER FOR DIAGNOSTIC AND TESTING. THE VEHICLE IS STILL AT THE DEALER CURRENTLY. THE CONTACT STATED THAT THE WEATHER WAS NOT A FACTOR. THE CONTACT STATES THERE ARE TWO PEOPLE IN THE FAMILY THAT DRIVE THE VEHICLE AND TWO PEOPLE HAVE EXPERIENCED UNINTENDED ACCELERATION. THE APPROXIMATE FAILURE WAS 6,200. THE APPROXIMATE CURRENT MILEAGE WAS 6,200. RG

Additional Summary:

Date of Incident: 20100317
Toyota ID No.:
NHTSA ODI No.: 10320660
Vehicle Make 2009 TOYOTA COROLLA
Location of Incident: CARY, NC

NHTSA Summary:

ON MY 2009 COROLLA, I HAVE CONTINUED TO HAVE AN ISSUE WITH SLIGHT ACCELERATION AND SUDDEN RPM INCREASE WHILE THE ACCELERATOR IS NOT BEING APPLIED, AND USUALLY WHEN THE BRAKE IS BEING ENGAGED. THIS MAINLY HAPPENS WHILE GOING DOWNHILL AND IT CAUSES A FORWARD MOTION JERK IN THE CAR THAT IS FELT BY ALL PASSENGERS. I HAVE HAD THE RECALL REGARDING THE METAL ACCELERATOR PATCH, FIXED. I HAVE ALSO TAKEN MY CAR INTO THE DEALERSHIP SINCE THE RECALL FIX TO ADDRESS THIS PROBLEM AND I WAS INFORMED THAT ALL TOYOTA CARS DO 'THIS' AND THAT IT IS

NORMAL. THEY DID HOOK MY CAR UP FOR A HEALTH DIAGNOSTIC WHICH SHOWED NOTHING ABNORMAL. I HAVE DRIVEN A LARGE NUMBER OF CARS WHICH INCLUDE OTHER TOYOTAS, AND I HAVE NEVER EXPERIENCED THIS PHENOMENA. I HAVE ALSO HAD MULTIPLE THIRD PARTIES IN MY CAR AND THEY HAVE SHOWN SURPRISE AND CONCERN WHEN THE CAR EXHIBITED THIS BEHAVIOR. I DO NEED TO SAY THAT I HAVE NEVER FELT LIKE I HAVE LOST CONTROL OF MY CAR WHILE THIS OCCURS. HOWEVER, BASED ON RECENT ACCOUNTS FROM OTHER PEOPLE THAT OWN TOYOTAS, AND COROLLAS SPECIFICALLY, I AM NOT INCLINED TO TAKE A 'WAIT AND SEE' APPROACH TO THIS MATTER. THIS PROBLEM HAPPENS ON AN ALMOST DAILY BASIS, SOMETIMES MULTIPLE INSTANCES IN ONE DAY WITH 8-10 SEPARATE INSTANCES BEING THE MOST COUNTED IN A 24 HOUR PERIOD OF TIME. THE MECHANIC THAT RAN THE HEALTH DIAGNOSTICS (3/18/10) TOLD ME THAT GIVEN THE NUMBER OF COMPUTERS THAT 'RUN MY CAR' THERE COULD BE A NUMBER OF THINGS GOING ON THAT WOULD CAUSE THIS TO HAPPEN BUT THAT ANY ABNORMALITIES WOULD COME UP ON THEIR COMPUTER SYSTEM, ONCE THE TESTS WERE RUN. NOTHING APPARENTLY SHOWED UP. APPROXIMATE INCIDENT DATE BELOW SHOWS THE DATE THAT THIS LAST OCCURRED IN MY VEHICLE, BUT SINCE THERE IS NOT AN OPTION FOR DATE RANGE, IT IS NOT GOING TO ACCURATELY REFLECT THE AMOUNT OF TIME THIS HAS BEEN GOING ON (WHICH HAS BEEN ALMOST THE WHOLE TIME I HAVE OWNED THE CAR, 2 YEARS IN JULY 2010).

Additional Summary:

Date of Incident: 20100318
Toyota ID No.:
NHTSA ODI No.: 10321084
Vehicle Make 2008 TOYOTA CAMRY
Location of Incident: NEWARK, DE

NHTSA Summary:

MY TOYOTA 2008 CAMRY SUDDENLY ACCELERATED AND I WENT UP MY DRIVEWAY HIT A POLE AND FENCE BEFORE STOPPING. FRONT END AND FENDER WERE DAMAGED. THE CAR HAD THE RECALL ACCELEATOR DONE ON MAR 2, 2010.

Additional Summary:

Date of Incident: 20100318
Toyota ID No.:
NHTSA ODI No.: 10320946
Vehicle Make 2008 TOYOTA AVALON
Location of Incident: YORBA LINDA, CA

NHTSA Summary:

MY TOYOTA AVALON 2008 DOES ACCELERATE AFTER FIXES MAD BY TOYOTA. SUDDEN ACCELARTION HAPPEN AGAIN YESTRDAY AGAIN.
Additional Summary:

Date of Incident: 20100318
Toyota ID No.:
NHTSA ODI No.: 10320744
Vehicle Make 2009 TOYOTA COROLLA
Location of Incident: WINDSOR, CO

NHTSA Summary:

ON 3/18/10 MY SON WAS DRIVING OUR 2009 TOYOTA COROLLA. HE ACCELERATED ONTO THE INTERSTATE AND DROVE FOR NEARLY A MILE. HE WAS USING THE BLUE TOOTH PHONE THAT IS BUILT IN TO THE CAR. HE HUNG UP FROM THE CALL AND WITHIN SECONDS THE CARS RPM QUICKLY INCREASED FOR AT LEAST 10 -20 SECONDS. THE VSC, CK ENGINE, AND TRAC LIGHTS ALL CAME ON AT THE SAME TIME. HE TOOK HIS FOOT OFF THE GAS PEDAL AND IT FELT LIKE IT WAS ALL THE WAY BACK, NOT STICKING BUT THE RPM'S WERE RACING.- AND GOING ABOUT 70 MPH. HE PUT THE CAR IN NEUTRAL- IT IS A MANUAL AND PULLED OVER. THE RPM WAS STILL RACING. HE SHUT THE VEHICLE OFF. WHEN HE TURNED IT BACK ON THE RPM WAS NORMAL BUT THE WARNING LIGHTS STAYED ON. THE CAR HAD THE RECALL REPAIRS COMPLETED ON FEB. 19, 2010. HE CONTACTED THE LOCAL TOYOTA DEALER AND THEY ASKED HIM TO DRIVE IT IN, WHICH HE DID. THEY CHECKED HIS FLOOR MATS AND THERE WAS NOT AN ISSUE WITH THEM. THEY HAVE OPENED A SERVICE REPAIR WITH TOYOTA CORP. THE CAR IS AT THE DEALER AT THIS TIME. THIS IS THE FIRST TIME THE CAR HAS DONE THIS.

Additional Summary:

Date of Incident: 20100318
Toyota ID No.:
NHTSA ODI No.: 10320920
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: WESTERVILLE, OH

NHTSA Summary:

MY 2009 TOYOTA CAMRY. UNTIL TODAY, I THOUGHT THIS MIGHT BE A BIG HOAX, BUT IT HAPPENED TODAY AT 2:55 PM ON MY WAY TO WORK. MY CAR ACCELERATED WITHOUT WARNING. I FORTUNATELY WAS ONLY TRAVELING ON A SIDE ROAD FOR A BRIEF MOMENT AND WAS ABLE TO HIT THE BRAKES AND SHIFT INTO NEUTRAL AND THEN STOP THE CAR. ABOUT 2 WEEKS AGO I HAD THE "RECALL" CORRECTION COMPLETED. NEVER HAD AN ISSUE PRIOR TO THIS "CORRECTION"

Additional Summary:

Date of Incident: 20100318
Toyota ID No.:
NHTSA ODI No.: 10320647
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: CHESTER, VA

NHTSA Summary:

ON WEDNESDAY MARCH 17, 2010 I TOOK MY 2009 TOYOTA CAMRY TO MY LOCAL TOYOTA DEALERSHIP IN CHESTER, VA TO HAVE MY VEHICLE SERVICED DUE TO THE RECENT RECALL ISSUE. THIS MORNING WHILE DRIVING TO WORK I NOTICED THAT WHEN I LET OFF THE GAS PEDAL, MY CAR ACCELERATES JUST A BIT AND/OR STICKS JUST FOR A FEW MOMENTS AND THEN DECELERATES . THE VEHICLE WAS DOING THIS PRIOR TO THE SERVICE, AND IS STILL DOING THIS AFTER THE VEHICLE MAINTAINANCE WAS COMPLETED YESTERDAY. I FEEL THAT WHATEVER "FIX" TOYOTA IS PERFORMING ON THE RECALLED VEHICLES IS NOT WORKING. I FEEL IT IS NOT A MECHANICAL ISSUE, I FEEL IT IS AN ELECTRONIC ISSUE. I HAVE READ THAT OTHERS ARE HAVING THE SAME ISSUE WITH THE "FIX" TOYOTA IS ISSUING FOR THEIR VEHICLES. I AM AT A LOSS OF WHAT TO DO SINCE TOYTOA DOESN'T SEEM TO HAVE A RELIABLE "FIX" FOR THE RECALLED VEHICLES YET. I DON'T KNOW WHAT THIS INFORMATION WILL ACCOMPLISH, BUT I JUST WANTED TO PUT IT OUT THERE JUST IN CASE IT IS HELPFUL. THANKS, CONCERNED TOYTOA CUSTOMER

Additional Summary:

Date of Incident: 20100319
Toyota ID No.:
NHTSA ODI No.: 10321399
Vehicle Make 2009 TOYOTA COROLLA
Location of Incident: WILMINGTON, DE

NHTSA Summary:

TL- THE CONTACT OWNS A 2009 TOYOTA COROLLA. WHILE DRIVING AT 30MPH THE VEHICLE ACCELERATED ON ITS OWN WITHOUT PRESSING ON THE PEDAL. HE THEN PUT THE VEHICLE IN NEUTRAL AND IT DECREASED IN SPEED .HE HAD NEVER HAD THIS PROBLEM UNTIL A RECALL WAS PERFORMED TO THE ACCELERATOR PEDAL . THE VEHICLE WAS TAKEN TO THE DEALER AND REMAINS THERE AT THIS MOMENT FOR DIAGNOSIS. THE VEHICLES IDENTIFICATION NUMBER IS UNAVAILABLE. THE FAILURE AND THE CURRENT MILEAGE WAS 5050.CV

Additional Summary:

Date of Incident: 20100319
Toyota ID No.:
NHTSA ODI No.: 10321506

Vehicle Make 2005 TOYOTA AVALON

Location of Incident: MIDDLETOWN, NJ

NHTSA Summary:

WE OWN A 2005 TOYOTO AVALON. AFTER HAVING THE TOYOTA SPECIAL SERVICE CAMPAIGN/RECALL (SSC AOA - ACCELERATOR PEDAL REINFORCEMENT) DONE ABOUT 3 WEEKS AGO MY WIFE EXPERIENCED A SUDDEN ACCELERATION WHILE TRAVELING ABOUT 5 MILES PER HOUR. SHE WAS ABLE TO STOP THE CAR BY APPLYING THE BRAKES VERY HARD. WE REPORTED THE INCIDENT TO TOYOTA. THEY GAVE US A CASE NUMBER, 1003190624, AND SAID THAT SOMEONE WOULD CONTACT US YESTERDAY TO INVESTIGATE. TOYOTA DID NOT CONTACT US ON THE DATE THEY GAVE. WE WERE AT HOME ALL DAY. PLEASE INVESTIGATE THIS INCIDENT AND FOLLOW-UP WITH TOYOTA. THANK YOU, JAMES MCDONALD 268 PELICAN ROAD MIDDLETOWN, NJ 07748. 732-671-1280.

Additional Summary:

Date of Incident: 20100319

Toyota ID No.:

NHTSA ODI No.: 10321368

Vehicle Make 2010 TOYOTA PRIUS

Location of Incident: LEXINGTON, KY

NHTSA Summary:

TL- THE CONTACT OWNS A 2010 TOYOTA PRIUS. THE CONTACT STATED THAT THE DRIVER OF THE VEHICLE WAS IN THE PARKING LOT. THE CONTACT STATED THAT THE DRIVER OF THE VEHICLE PUT THE VEHICLE IN DRIVE, BUT THE VEHICLE ACCELERATED INTO REVERSE. THE CONTACT STATED THAT THE DRIVER OF THE VEHICLE PRESSED THE BRAKE PEDAL TO STOP THE VEHICLE, BUT THE VEHICLE DID NOT STOP. THE CONTACT STATED THAT THE DRIVER OF THE VEHICLE PUSHED THE POWER SWITCH TO TURN THE VEHICLE OFF. THE CONTACT STATED THAT THE VEHICLE WAS TAKEN TO THE DEALER FOR THE BRAKE RECALL AND THAT THE VEHICLE BRAKES WERE REPAIRED. THE CONTACT STATED THAT THE VEHICLE BRAKES WORK FINE. THE VEHICLE HAS NOT BEEN TAKEN TO THE DEALER FOR DIAGNOSTIC AND TESTING FOR ACCELERATION DEFECT. THE CONTACT STATED THAT THE WEATHER DID NOT PLAY A FACTOR. THE CONTACT STATED THAT THE VEHICLE MUST HAVE ELECTRICAL DEFECT OR COMPUTER DEFECT AND THE VEHICLE BRAKES ARE NOT THE PROBLEM. THE APPROXIMATE FAILURE MILEAGE WAS 5,300. THE APPROXIMATE CURRENT MILEAGE WAS 5,300. RG

Additional Summary:

Date of Incident: 20100320

Toyota ID No.:

NHTSA ODI No.: 10321203

Vehicle Make 2007 TOYOTA TUNDRA
Location of Incident: NORTH ATTLEBORO, MA

NHTSA Summary:

I OWN A 2007 TOYOTA TUNDRA AND HAD THE GAS PEDAL FIXED LAST WEEK UNDER THE RECALL. SINCE THE REPAIR MY GAS PEDAL IS SUPER SENSITIVE TO PRESSURE. THE FRICTION TO PUSH THE PEDAL DOWN IS CONSIDERABLY LESS AND CAUSES THE TRUCK TO LUNGE AS I ACCELERATE UNEVENLY. IT IS MOST NOTICEABLE ON A BUMPY ROAD WHEN THE PRESSURE FROM MY FOOT IS IMPOSSIBLE TO MAINTAIN AT AN EVEN PRESSURE. I CONTACTED THE DEALER AND WAS TOLD THAT THOUSANDS HAVE BEEN REPAIRED AND NO ONE HAS EVER COMPLAINED ABOUT THIS. I HAVE SPENT THE LAST SEVERAL HOURS SEARCHING THE INTERNET FOR SIMILAR STORIES AND FOUND A COUPLE. IN MY OPINION THIS IS MORE SERIOUS THAN BEFORE THE SO CALLED FIX. I WANT THIS FIXED AND DO NOT SEEM TO BE GETTING ANYWHERE UNTIL MORE PEOPLE COME FORWARD.

Additional Summary:

Date of Incident: 20100321
Toyota ID No.:
NHTSA ODI No.: 10323001
Vehicle Make 2010 TOYOTA COROLLA
Location of Incident: JACKSONVILLE, FL

NHTSA Summary:

TL - THE CONTACT OWNS A 2010 TOYOTA COROLLA. WHILE DRIVING 40 MPH DURING FAIR WEATHER CONDITIONS THE VEHICLE ENGINE REVIVED BECAUSE THE FLOOR MATE HIT THE GAS PEDAL. SHE STATED SHE ENGAGED THE CLUTCH, AND THE BRAKES AND THE ENGINE ACCELERATED THE ENGINE SPEED WENT DOWN WHEN THE FLOOR MATE RELEASED ON ITS OWN. THIS HAS HAPPEN TWICE. THE RECALL WORK HAS BEEN DONE ON THE ACCELERATOR BEFORE THIS HAPPEN. THE DEALER AND THE MANUFACTURE HAS NOT BEEN NOTIFIED. THE FAILURE MILEAGE WAS 5.040. THE CURRENT MILEAGE WAS 5,095. VWB

Additional Summary:

Date of Incident: 20100321
Toyota ID No.:
NHTSA ODI No.: 10321512
Vehicle Make 2007 TOYOTA CAMRY
Location of Incident: GREENFIELD, WI

NHTSA Summary:

TL- THE CONTACT OWNS 2007 TOYOTA CAMRY SE. THE CONTACT WAS DRIVING 25MPH AND THEN DEPRESSED THE BRAKE TO STOP AT A RED LIGHT. INSTEAD OF THE VEHICLE BRAKING IT ACCELERATED. THE

VEHICLE REVVED UP GOING AS FAST AS 60MPH. THE VEHICLE CRASHED INTO ANOTHER VEHICLE. BOTH DRIVERS OF THE VEHICLE AND THE OTHER VEHICLE SUSTAIN INJURIES. THE POLICE CAME TO THE SCENE AND A REPORT WAS TAKEN. THE VEHICLE WAS TOWED TO THE CONTACT HOME. THE CONTACT VEHICLE WAS REPAIRED UNDER RECALL FOR THE ACCELERATION FAILURE 5 DAYS BEFORE THE ACCIDENT OCCURED. THE APPROXIMATE CURRENT 25300 AND FAILURE MILEAGE WERE 25300. DF

Additional Summary:

Date of Incident: 20100322
Toyota ID No.:
NHTSA ODI No.: 10321702
Vehicle Make 2010 TOYOTA COROLLA
Location of Incident: JACKSONVILLE, FL

NHTSA Summary:

TL- THE CONTACT OWNS A 2010 TOYOTA COROLLA. ON MARCH 22, 2010 WHILE DRIVING WITH THE CRUISE CONTROL SET AT 70MPH THE VEHICLE SUDDENLY ACCELERATED UP TO 86MPH. SHE APPLIED THE BRAKE AND TURNED THE CRUISE CONTROL OFF. SHE EXPERIENCED THE FAILURE TWICE AND THOUGHT IT WAS DRIVERS ERROR. SHE TOOK THE VEHICLE TO THE DEALER FOR THE PEDAL MODIFICATION APPROXIMATELY THREE MONTHS AGO AND NEVER EXPERIENCED A FAILURE BEFORE THE REPAIR. SHE TOOK THE VEHICLE BACK TO THE DEALER THE DEALER CHECK THE CRUISE CONTROL TEST DROVE THE VEHICLE AND COULD NOT RECREATE THE FAILURE OR LOCATED ANY CODES. THE CURRENT AND THE FAILURE MILEAGE WERE 11,850. LI

Additional Summary:

Date of Incident: 20100322
Toyota ID No.:
NHTSA ODI No.: 10322824
Vehicle Make 2007 TOYOTA TUNDRA
Location of Incident: TRACY, CA

NHTSA Summary:

TL- CONTACT OWNS A 2007 TOYOTA TUNDRA. CONTACT RECEIVED A RECALL NOTICE TO PUT SHIMS IN ACCELERATOR. ON MARCH 22, 2010 VEHICLE WAS TAKEN TO HAVE REPAIRS DONE. DRIVER HAD NO PROBLEMS WITH ACCELERATOR UNTIL THE RECALL REMEDY. SINCE SHIMS INSTALLED THE VEHICLE ACCELERATOR REVS UP AND SLOWS DOWN EVEN WITH STEADY PRESSURE ON THE ACCELERATOR PEDAL. CONTACT CONTACTED DEALER AND TOYOTA USA AND STATED THAT HE WANTED A NEW PEDAL AND DEALER AND TOYOTA USA ADVISED THAT THEY "DO NOT GIVE OUT NEW PEDALS. FAILURE MILEAGE WAS 13,600. CURRENT MILEAGE IS 13,630. RD

Additional Summary:

Date of Incident: 20100322
Toyota ID No.:
NHTSA ODI No.: 10323780
Vehicle Make 2008 TOYOTA CAMRY
Location of Incident: DALLAS, TX

NHTSA Summary:

TL* THE CONTACT OWNS A 2008 TOYOTA CAMRY. THE CONTACT STATED THAT WHILE DRIVING AT SPEEDS OF 60 MPH WITH THE CRUISE CONTROL ACTIVATED, THE VEHICLE BEGAN ACCELERATING. ON A LATER DATE, HE RECEIVED NOTIFICATION OF A RECALL AND REPAIRS WERE PERFORMED TO THE ACCELERATOR PEDAL BY AN AUTHORIZED DEALER (NHTSA CAMPAIGN ID NUMBER 10V017000: VEHICLE SPEED CONTROL ACCELERATOR PEDAL). THE VEHICLE WAS TAKEN BACK TO THE DEALER FOUR TIMES FOR UNINTENDED ACCELERATION INSTANCES AFTER THE RECALL REPAIRS. THE DEALER COULD NOT DUPLICATE THE FAILURE. THE MANUFACTURER ADVISED THAT BECAUSE THE DEALER WAS UNABLE TO LOCATE A FAILURE, THEY WOULD NOT PROVIDE ANY ASSISTANCE. THE CONTACT CONFIRMED THAT HE NO LONGER DRIVES THE VEHICLE. THE FAILURE MILEAGE WAS 28,882 AND THE CURRENT MILEAGE WAS 29,120. UPDATED 6/1/10 *CN

Additional Summary:

Date of Incident: 20100322
Toyota ID No.:
NHTSA ODI No.: 10322233
Vehicle Make 2008 TOYOTA SEQUOIA
Location of Incident: INDIO, CA

NHTSA Summary:

WE OWN A 2008 SEQUOIA. ON 3/13/10 THE LOCAL 1-10 TOYOTA DEALER IN INDIO, CA DID THE INITIAL "RECALL FIX" ON OUR SEQUOIA. MY HUSBAND WORKS IN ANZA, CA. ON HIS WAY HOME FROM WORK HE WAS DRIVING DOWNHILL ON ROUTE 74 (A VERY TREACHEROUS MOUNTAIN ROAD) AND THE RPM'S ON THE TOYOTA INCREASED AND WHEN HE SAW THEM GET OVER 3000 RPM'S HE TRIED TO BREAK. THE BREAKS DID NOT WORK AND THE RPM'S KEPT RISING. HE HIT THE BREAKS AGAIN AND THEY STILL DIDN'T WORK. HE LAID ON THEM THE 3RD TIME AND THEY FINALLY KICKED IN. WHEN HE GOT HOME HE TOLD ME WHAT HAPPENED. I IMMEDIATELY CALLED THE TOYOTA DEALER AND THEY ADVISED ME TO BRING THE CAR IN FIRST THING THE FOLLOWING DAY. WE RAN INTO SEVERAL BAD EXPERIENCES WITH HOW THE DEALER HAS HANDLED US DURING THE WEEK. THEY STILL HAVE THE VEHICLE AND TODAY IS 3/25/10. WE ASKED THEM FOR A FULL PEDAL REPLACEMENT AS WE RESEARCHED

IT ON LINE AND SAW THAT WE WERE NOT ALONE IN EXPERIENCING A PROBLEM EVEN AFTER THEY HAVE COMPLETED THEIR INITIAL "RECALL FIX". WE ARE VERY CONCERNED ABOUT SEVERAL ISSUES. OUR PRIMARY CONCERN IS THAT MY HUSBAND CAN NO LONGER TRUST DRIVING THIS CAR BACK AND FORTH TO WORK. WE FEEL WE WILL NOT BE ABLE TO TRUST DRIVING IT EVEN AFTER WE GET IT BACK SINCE THIS IS THE 2ND FIX THEY HAVE DONE ON IT. WE ALSO ARE CONCERNED ABOUT THE RESELL VALUE OF OUR VEHICLE AS WE HAVE SEEN ARTICLES STATING THAT KELLY BLUE BOOK IS CONFIRMING THAT THE RESELL VALUES ARE BEING EFFECTED. COULD A LAWYER POSSIBLY NEGOTIATE WITH TOYOTA ON OUR BEHALF TO REDUCE OUR LOAN SINCE WE ARE FINANCED THROUGH TOYOTA DIRECTLY AND OUR VEHICLE VALUE HAS BEEN REDUCED.

Additional Summary:

Date of Incident: 20100323

Toyota ID No.:

NHTSA ODI No.:

Vehicle Make 2007 TOYOTA CAMRY

Location of Incident: ALBANY, GA

NHTSA Summary:

Additional Summary:

"Lee County Sheriff's deputies say Glenda Whitfield was pulling up to ACT III when her 2007 Toyota Camry reportedly accelerated on its own Tuesday morning and drove through the salon.

Salon Owner Gail Moree says Whitfield was holding down the brake and the car accelerated anyway. Toyota recalled certain 2007 Camrys due to possible sticking accelerators.

Toyota of Albany Owner Alan Murphy says Whitfield brought her car into their office and they did the recall work - fixing the potential problem. Murphy says Toyota engineers will come to Albany in the next few days to examine the car's computer.

"It will be able to go in there and read exactly what happened to the vehicle, whether she put her foot on the gas or the break, who's responsible or what the fault is," Murphy said.

Murphy says this is the first report of a possible sticking accelerator at the Albany dealership. He says they've worked on 800 recalled Toyotas."

Date of Incident: 20100323

Toyota ID No.:

NHTSA ODI No.: 10323732

Vehicle Make 2010 TOYOTA TUNDRA

Location of Incident: READING, MA

NHTSA Summary:

IN MARCH 2010, I PURCHASED A NEW TOYOTA TUNDRA 2010 CREWMAX 5.7L TRUCK FULLY LOADED WITH NAVIGATION SYSTEM, REMOTE START, AND GUIDEPOINT (LOJACK LIKE) SYSTEM FROM EXPRESSWAY TOYOTA IN DORCHESTER, MA. THE TRUCK WAS SUPPOSELY MANUFACTURED IN FEBRUARY 2010 AND HAD THE REVISED GAS PEDAL. ON MARCH 23, THE INCIDENT BELOW OCCURRED. WAS DRIVING TO WORK FROM READING, MA TO CHARLESTOWN, MA (ABOUT 13 MILES) ON TUESDAY, MARCH 23. IT WAS A RAINY DAY AND TRAFFIC WAS HEAVY. I HAD THE DEFROSTER AND WIPERS ON AND WAS STUCK IN TRAFFIC ON A BUSY MAIN STREET ABOUT 10 MILES INTO THE TRIP. THE CAR IN FRONT OF ME STARTED TO MOVE FORWARD SLOWLY SO I TOOK MY FOOT OFF THE BRAKE TO ALSO MOVE FORWARD SLOWLY. THAT OTHER CAR WAS ABOUT 10 FEET IN FRONT OF ME. I BARELY TOUCHED THE GAS PEDAL WHEN THE TRUCK TOOK OFF AT FULL ACCELERATION. I GOT ON THE BRAKE AS HEAVY AS I COULD AND THE TRUCK FISH TAILED SIDE TO SIDE. I QUICKLY PUT IT INTO NEUTRAL AND THEN PARK WHILE THE TRUCK WAS STILL REVVING AT FULL ACCELERATION. WHILE IT WAS IN PARK AND ENGINE STILL GOING FULL SPEED I TAPPED THE GAS PEDAL WITH MY FOOT AND IT RELEASED. I WAS VERY LUCKY I DIDN'T CRASH INTO ANYTHING. I DID SMELL A BURNING ODOR ONCE I GOT THE TRUCK UNDER CONTROL. I'M NOT SURE IF THAT WAS THE TIRES, BRAKE PADS OR SOMETHING ELSE.

Additional Summary:

Date of Incident: 20100323

Toyota ID No.:

NHTSA ODI No.: 10329370

Vehicle Make 2009 TOYOTA COROLLA

Location of Incident: LEXINGTON, KY

NHTSA Summary:

AFTER TOYOTA RECALLED AND WORKED ON MY GAS PEDAL, IT GOT STUCK ONCE, WHICH LITERALLY CAUSED ME TO BUMP SLIGHTLY INTO A CAR IN FRONT OF ME) THEN ESCALATED ON ITS OWN SPORADICALLY. ONE DEALER AGENT TOLD ME WOULD SUBMIT PAPERWORK AND IT WOULD TAKE AN HOUR TO CHECK, AND THE GAS PEDAL WOULD BE REPLACED. WHEN I TRIED TO BRING THE CAR TO BE CHECKED AND WORKED ON, HE SAID NOT COME TILL HE CALLED WHEN HE WAS READY. FOR 1-2 WEEKS HE NEVER CALLED. WHEN I WENT TO ASK, THEY SAID THE CAR WAS NOT TO BE WORKED ON FOR A WHILE. I CALLED CUSTOMER SERVICE TO CHANGE TO ANOTHER DEALERSHIP. THIS DEALERSHIP ASKED ME TO WAIT FOR 2 WEEKS, AND SAID WOULD NEED TO KEEP MY CAR FOR TWO WEEKS TO CHECK. I CALLED TWICE BUT NO ONE CALLED BACK. I FINALLY WENT TO A DEALERSHIP WHERE I HAPPENED TO BE NEAR WHERE I WORKED ONE DAY. THEY CHECKED TO MAKE SURE MY CAR WAS OKAY AT LEAST THEN.

I ASKED THEM HELP ME PUT MY CARPET IN PLACE AS AFTER DETAILING THE FIRST DEALERSHIP DID NOT PUT THEM BACK IN ORDER AS THEY WERE WET. THIS DEALERSHIP PUT HOOK ON MY CARPET TO MAKE SURE THEY WERE IN PLACE AS I DID NOT HAVE THE HOOK AS THEY WERE SUPPOSED TO BE, AND ADVISED ME TO CALL CUSTOMER SERVICE, NOT KNOWING I HAVE ALREADY CALLED AND THEY WERE REFERRING ME TO DEALERSHIP THAT TOOK FOREVER. I WAS BY ANOTHER DEALERSHIP WHERE I WORKED THE NEXT DAY. THEY CHECKED, AND ORDERED THE GAS PEDAL IMMEDIATELY. IN JUST 2-3 DAYS THEY TOLD ME THEY HAD THE PART AND HAD ME OVER AND GOT MY CAR FIXED. THE CARPET IN THE DRIVER SEAT IS FIXED, BUT NOT THE OTHERS YET. THE GAS PEDAL OF MY CAR WAS A RISK TO THE SAFETY OF ME AND MY CAR AND OTHER PEOPLE AND CARS AROUND ME. THE DELAY OF THE FIRST TWO DEALERSHIPS AND CUSTOMER SERVICE SEEM TO NOT CARE FOR THE URGENT NEED FOR THE PEDAL TO BE REPLACED IMMEDIATELY TO ENSURE ABSOLUTE SAFETY. THE LATTER TWO DEALERSHIP WERE HELPFUL TO SPOT THE PROBLEM OF MY CARPET AND TOOK PREVENTIVE MEASURE IMMEDIATELY, AND THEN GOT THE GAS PEDAL REPLACED IMMEDIATELY. SHOULD TAKE CARE OF PROBLEM BETTER.

Additional Summary:

Date of Incident: 20100324
Toyota ID No.:
NHTSA ODI No.: 10323785
Vehicle Make 2010 TOYOTA COROLLA
Location of Incident: BONITA SPRINGS, FL

NHTSA Summary:

TL* THE CONTACT OWNS A 2010 TOYOTA COROLLA LE. THE CONTACT STATED THAT THE VEHICLE WAS REPAIRED UNDER NHTSA CAMPAIGN ID NUMBER 10V023000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL). THE VERY NEXT DAY, THE VEHICLE DROVE OVER A CURB WITHOUT DRIVER INTENT. ON A SEPARATE OCCASION, WHILE DRIVING AT AN APPROXIMATE SPEED OF 45 MPH, THE STEERING WHEEL UNCONTROLLABLY BEGAN VEERING FROM LEFT TO RIGHT WITHOUT DRIVER ASSISTANCE. THE VEHICLE WAS TAKEN TO THE DEALER FOR DIAGNOSTIC TESTING. THE DEALER COULD NOT DUPLICATE THE FAILURE. THE DEALER STATED THAT THERE WERE NO REPAIRS AVAILABLE TO CORRECT THE FAILURE. THE OWNER STATED THAT HE WOULD NOT DRIVE THE VEHICLE OVER 1700 MILES. THE APPROXIMATE CURRENT AND FAILURE MILEAGES WERE 3,437.

Additional Summary:

Date of Incident: 20100324
Toyota ID No.:

NHTSA ODI No.: 10322297
Vehicle Make 2010 TOYOTA CAMRY
Location of Incident: AVENTURA, FL

NHTSA Summary:

TL- THE CONTACT OWNS A 2010 TOYOTA CAMRY. THE CONTACT STATED THAT THE VEHICLE ACCELERATED WHILE TRAVELING 15 MPH. THE BRAKES DID NOT WORK AND THE STEERING WHEEL FROZE. THE VEHICLE ACCELERATED AND HIT A CURVE AND THEN A TREE. THE CONTACT HAD THE RE-ENFORCEMENT PEDAL NSTALLED AND THE VEHICLE HAD A FLOORMAT INTERFERENCE TEST PERFORMED. THE VEHICLE STILL HAD THE ACCELERATION PROBLEM. THE FAILURE MILEAGE WAS 463 AND THE CURRENT MILEAGE WAS 600.RL

Additional Summary:

Date of Incident: 20100324
Toyota ID No.:
NHTSA ODI No.: 10322171
Vehicle Make 2005 TOYOTA PRIUS
Location of Incident: NORTH VERSAILLES, PA

NHTSA Summary:

TRACTION CONTROL LIGHT FLASHES AND CAR ACCELERATES WHEN ENCOUNTERING SUDDEN BUMPS IN THE ROAD. THIS OCCURS WHEN HITTING BUMPS WHILE THE BRAKES ARE BEING APPLIED. I HAVE INFORMED TOYOTA ABOUT THIS AND THEY NEVER REPLIED. THE AFFECTED CAR IS A 2005 TOYOTA PRIUS WITH 65,000 MILES. PURCHASED CPO IN AUGUST OF 2009 FROM A TOYOTA DEALER. THIS ISSUE IS A REPEAT OCCURANCE. I HAVE ENCOUNTERED THIS ISSUE IN EXCESS OF 20 TIMES SINCE I'VE ASSUMED THIS CAR AND NOTICED PRIOR TO THE MASSIVE RECALL NOISE IN THE MEDIA. THANK YOU FOR YOUR TIME.

Additional Summary:

Date of Incident: 20100325
Toyota ID No.:
NHTSA ODI No.: 10323041
Vehicle Make 2010 TOYOTA RAV4
Location of Incident: MALIBU, CA

NHTSA Summary:

UNINTENDED ACCELERATION O F TOYOTA RAV4 WITH "FIXED" ACCELERATOR PEDAL WITHIN 50 MILES OF DRIVING: 0N COMING TO TRAFFIC STOP ENGINE REVVED UP TO AN AUDIBLE HIGH SPEED. TO PREVENT A COLLISION I APPLIED INTENSIVE PRESSURE TO BRAKE PEDAL WHILE SETTING HAND BRAKE. CAR STLILL SEEMED TO BE IN FORWARD ROLL MODE, SO I PUSHED GEAR SHIFT FROM DRIVE THRU NEUTRAL,REVERSE AND INTO PARK. ENGINE SPEED RETURNED TO

NORMAL IDLE WITHOUT FURTHER INCIDENT. I THEN DROVE 40 SOME MILES TO RETURN HOME. ON 3/27 I TOOK CAR TO THE DEALER TO REPORT THAT THE ACCELERATOR PEDAL MODIFICATION WAS A FAILURE. I TOOK DELIVERY OF THIS NEW CAR ON 7/31/09. WITHIN ABOUT 300 DRIVING MILES OF ACCUMULATED MILEAGE, THE 1ST UNINTENDED ACCELERATION OCCURRED REQUIRED ADDED PRESSURE TO BRAKE PEDAL & USE OF HAND(EMERGENCY) BRAKE TO STOP CAR & END ABNORMAL ENGINE SPEED. GEAR SHIFT REMAINED IN DRIVE. I HAD 3 TO 4 SUCH INCIDENTS WITHIN APPROX. 2400 MILES COMPRISING 40-50 TRIPS, NONE LONGER THAN 100 MILES. MOST OF MY DRIVING IS HIGHWAY TYPE, WHICH DOES REQUIRE INTERMITTENT BUT INFREQUENT TRAFFIC STOPS. ABOUT 200 MILES OCCURRED IN CITY-TYPE CONDITIONS (FREQUENT TRAFFIC STOPS) WHICH WERE SPREAD OVER ABOUT 12 OF THE AFORESAID TRIPS. ALL THE UA SITUATIONS OCCURRED UNDER THE CITY-TYPE CONDITIONS. I MADE SEVERAL TRIPS TO THE DEALER TO REPORT THE INCIDENTS AND TO OBTAIN HELP. AFTER THE 1ST ONE THE SERVICE DEPARTMENT CHECKED THE CAR & FOUND NOTHING WITH THE CAR'S SAFE OPERABILITY. I TOOK THE CAR BACK FOR SERVICE AFTER THE INCIDENT WHICH WAS POST SAFETY RECALL PEDAL MODIFICATION. THE RESPONSE WAS THAT THIS WAS THE FIRST THAT THEY HAD HEARD OF A "FIX" FAILURE. TOYOTA APPEARS TO CLING TO THE STICKY FLOOR MAT OR SIMULTANEOUS PRESSURE TO ACCELERATOR AND BRAKE PEDALS.

Additional Summary:

Date of Incident: 20100325
Toyota ID No.:
NHTSA ODI No.: 10370169
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: COHOES, NY

NHTSA Summary:

EMAIL FROM THE OFFICE OF CONGRESSMAN ON BEHALF OF CONSTITUENT RE ACCELERATION PROBLEMS IN TOYOTA CAMRY MODELS. *KB THE CONSUMER STATED THE RECALL WAS PERFORMED ON FEB 5, 2010 REGARDING THE SUDDEN ACCELERATION PROBLEM. HOWEVER, ON MARCH 25, 2010 AS THE CONSUMER REMOVED THE GEAR FROM PARK TO DRIVE, WITH HIS FOOT ON THE BRAKE, THE VEHICLE BEGAN TO ACCELERATE AND ROAR, THE RPM'S HAD REDLINED AND THE VEHICLE BEGAN TO MOVE FORWARD AND THE BRAKES WOULD NOT STOP THE VEHICLE FROM MOVING FORWARD. THE CONSUMER PUT THE GEAR IN NEUTRAL AND THE VEHICLE WAS STILL ACCELERATING. THE CONSUMER THEN IMMEDIATELY SHIFTED THE GEAR INTO PARK AND THE VEHICLE CAME TO A SCREECHING HALT. THE CONSUMER TOOK THE VEHICLE TO THE DEALER FOR AN INSPECTION. HOWEVER, THE INSPECTION REVEALED NOTHING WRONG WITH THE VEHICLE. ALSO, THE TIRES HAD TO BE

REPLACED DUE TO EXCESS WEAR, DESPITE THE TIRE ROTATIONS THAT WERE PERFORMED EVERY 5,000. *JB

Additional Summary:

Date of Incident: 20100328
Toyota ID No.:
NHTSA ODI No.: 10323073
Vehicle Make 2010 TOYOTA PRIUS
Location of Incident: MINNETONKA, MN
NHTSA Summary:
2010 PRIUS STILL ACCELERATES AFTER "FIX".
Additional Summary:

Date of Incident: 20100328
Toyota ID No.:
NHTSA ODI No.: 10322561
Vehicle Make 2010 TOYOTA HIGHLANDER
Location of Incident: RALEIGH, NC
NHTSA Summary:
ON MARCH 28, I WAS DRIVING OUR 2010 TOYOTA HIGHLANDER THAT WE PURCHASED AT THE END OF DECEMBER 2009 IN A RESIDENTIAL AREA WHEN THE GAS PEDAL STUCK AND I WAS UNABLE TO APPLY THE BRAKES TO STOP IT. LUCKILY I WAS ABLE TO PUT IT IN NEUTRAL GEAR AND COAST TO THE SIDE OF THE ROAD WITHOUT PROPERTY DAMAGE OR INJURY TO ANYONE. I THEN CALLED THE 911 AND THE POLICE CAME OUT. THIS CAR WAS INVOLVED IN THE RECALL AND THE FIX WAS COMPLETED A FEW WEEKS AGO. NO ONE WAS AVAILABLE AT ANY TOYOTA DEALERSHIP TO COME OUT AND PICK UP THE CAR, SO I HAD IT TOWED USING AAA TO A LOCAL DEALERSHIP. I HAD MY FOUR CHILDREN IN THE CAR WITH ME AND CAN TESTIFY AS TO WHAT HAPPENED. THIS IS RIDICULOUS. THEIR FIX HAS NOTHING TO DO WITH WHAT IS REALLY WRONG WITH THESE CARS. I LOVED TOYOTA UNTIL THIS HAPPENED. SOMETHING NEEDS TO BE DONE BEFORE PEOPLE GET HURT FROM THESE CARS. BY THE WAY, YOUR FORM REQUIRES A SPEED AND A MILEAGE, BUT I DO NOT HAVE THE CAR TO GET THE MILEAGE, NOR DO I REMEMBER THE SPEED BECAUSE IT STARTED ONCE I APPLIED THE GAS AND IT HAPPENED SO FAST, SO I APPROXIMATED BOTH IN THE COMPLAINT.
Additional Summary:

Date of Incident: 20100329
Toyota ID No.:
NHTSA ODI No.:
Vehicle Make 2009 TOYOTA CAMRY

Location of Incident: KOHLER, WI

NHTSA Summary:

Additional Summary:

From news articles:

"Myrna Marseille had her foot on the brake of her 2009 Toyota Camry when it surged forward with an "awful roar" and traveled up a small embankment into the side of the Sheboygan Falls YMCA, the Kohler woman said this morning.

In an interview with The Sheboygan Press, Marseille also revealed that the car that landed her in the hospital with a broken sternum had already received the repairs recommended by Toyota as part of a recall.

"I thought I was dead," said Marseille, 76. "It was this awful roar, like you would hear in the Indy 500 or something. ... It was just like if you had floored it, but my foot was on the brake. It was the scariest thing I think that has ever happened to me."

Sheboygan Falls police said Marseille was pulling into a parking stall at the YMCA when her car suddenly accelerated and slammed into the wall about 11 a.m. Monday.

"I had my foot on the brake and was about to put it into park and all of the sudden it accelerated and shot forward," Marseille said. "There was a witness and that person said they saw my brake lights, so they know I had my foot on the brake, and they heard this awful roar, also."

Police Chief Steve Riffel said witness accounts appear to confirm Marseille's belief that the car accelerated on its own.

Marseille said the crash is particularly concerning since she already took her car in for the repairs Toyota recommended.

Mark Frank, service manager at Lakeland Automotive in Sheboygan, confirmed Marseille's car was serviced on Feb. 11 as part of the recall. It received adjustments to the accelerator pedal, on-board computer and carpet. A shim was placed in the accelerator pedal designed to make sure it returns to the full stop position, and the shop also removed a portion of the carpet padding and cut out the bottom of the accelerator pedal to provide more clearance below the pedal, Frank said. The shop also tweaked the computer, which Marseille believes is responsible for the crash.

"We re-flash memory into the computer, so if in fact the vehicle is accelerating on its own ... or if your foot is on the accelerator and you apply brake pressure, it automatically cuts down the throttle to an idle position so if you would be pushing on both pedals at the same time it virtually cannot accelerate," Frank said."

Date of Incident: 20100329
Toyota ID No.:
NHTSA ODI No.: 10323968
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: MARIETTA, GA

NHTSA Summary:

GAS PEDAL STUCK WHILE ON INTERSTATE HIGHWAY I-75, TRAVELING AT 60MPH. WHEN I STEPPED DOWN ON THE ACCELERATOR IN ORDER TO PASS ANOTHER VEHICLE THE ACCELERATOR PEDAL STUCK DOWN. THE VEHICLE BEGAN TO ACCELERATE EVEN AFTER I REMOVED MY FOOT FROM THE PEDAL. I WAS THEN ABLE TO FREE THE PEDAL BY WEDGING MY FOOT UNDERNEATH THE PEDAL AND PUSHING UP ON THE PEDAL. THIS HAS HAPPENED AFTER MY VEHICLE AS RECALLED FOR UNINTENDED ACCELERATION AND THE SAFETY RECALL REPAIR WAS COMPLETED ON 2/11/10.

Additional Summary:

Date of Incident: 20100329
Toyota ID No.:
NHTSA ODI No.: 10325681
Vehicle Make 2007 TOYOTA CAMRY
Location of Incident: BLUFFTON, SC

NHTSA Summary:

TL*THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHILE DRIVING AT SPEEDS OF 55 MPH, THE VEHICLE ABNORMALLY ACCELERATED. THE CONTACT WAS ABLE TO STOP THE ACCELERATION BY SHIFTING THE GEAR INTO NEUTRAL AND SHUTTING OFF THE ENGINE. ON A LATER DATE, HE RECEIVED NOTIFICATION OF A RECALL AND TOOK THE VEHICLE TO THE DEALER FOR SERVICE (NHTSA CAMPAIGN ID NUMBER 09V388000: VEHICLE SPEED CONTROL: ACCELERATOR PEDAL). FOLLOWING REPAIRS, THE FAILURE PERSISTED. THE VEHICLE WAS TAKEN TO THE DEALER A SECOND TIME BUT THE FAILURE COULD NOT BE DUPLICATED. THE MANUFACTURER WOULD NOT PROVIDE ANY FURTHER ASSISTANCE. THE FAILURE AND CURRENT MILEAGES WERE 60,000.

Additional Summary:

Date of Incident: 20100331
Toyota ID No.:
NHTSA ODI No.: 10323247
Vehicle Make 2010 TOYOTA RAV4
Location of Incident: ROCHESTER, MN

NHTSA Summary:

PROBLEM: ACCELERATOR STUCK IN 2010 TOYOTA RAV4 ON 3/31/10, WHILE AT LOW SPEED AND SLOWING FOR A STOP LIGHT, MY ACCELERATOR STUCK, IMPAIRING MY ABILITY TO STOP. I PRESSED FIRMLY ON THE BRAKE, THEN ENGINE CONTINUED TO RACE. WHILE CONTINUING TO PRESS THE BRAKE, I PUT THE CAR IN NEUTRAL, THEN INTO PARK. THE CAR STOPPED. I AM SURPRISED I DID NOT REAR END THE VEHICLE IN FRONT OF ME. I DROVE CAREFULLY TO THE ROCHESTER TOYOTA DEALERSHIP, JUST MINUTES AWAY. I SPOKE WITH THE SERVICE MANAGER. THIS VEHICLE IS ONE INVOLVED IN THE CURRENT TOYOTA RECALL. I HAD THE ACCELERATOR REPAIR MADE ON MARCH 5, 2010. I HAD NOT EXPERIENCED ANY ACCELERATOR PROBLEM BEFORE TODAY. I EXPLAINED TO THE MANAGER MY CONCERN THAT THE TRUE PROBLEM WITH UNCONTROLLED ACCELERATION HAS NOT BEEN IDENTIFIED, THUS MY PROBLEM OCCURRED DESPITE THE PRIOR REPLACEMENT OF MY PEDAL. I PHONE THE TOYOTA 800 NUMBER AN MADE A REPORT. NEITHER THE TOYOTA SERVICE MANAGER NOR THE PERSON AT THE 800 NUMBER COULD ASSURE ME THAT THESE INCIDENTS ARE BEING DOCUMENTED OR EVALUATED INDIVIDUALLY OR AS A GROUP. I FIND THIS VERY UNSETTLING, AND I'M CONCERNED FOR MY SAFETY AND THE SAFETY OF OTHERS IN AND AROUND TOYOTA VEHICLES.

Additional Summary:

Date of Incident: 20100401
Toyota ID No.:
NHTSA ODI No.: 10323276
Vehicle Make 2009 TOYOTA COROLLA
Location of Incident: LAKE WALES, FL

NHTSA Summary:

VEHICLE CONTINUES TO HAVE ACCELERATION PROBLEM AFTER RECALL PERFORMED. WHEN SLOWING DOWN - WITHOUT GAS OR BRAKING - AT 20-25MPH IT SPEEDS UP TO MAINTAIN THAT SPEED (MAYBE MORE) AND BECOMES DIFFICULT TO BRAKE - AS THOUGH IT WANTS TO CONTINUE AT SPEED. THIS HAPPENS FREQUENTLY AND IS EASY TO RECREATE - JUST SLOW DOWN AND WATCH IT GO.... IT'S DANGEROUS - I HAVE ALMOST REAR-ENDED OTHER CARS ON A FEW OCCASIONS. HAVE APPT WITH TOYOTA OF WINTER HAVEN FL TODAY.

Additional Summary:

Date of Incident: 20100401
Toyota ID No.:
NHTSA ODI No.: 10326973
Vehicle Make 2009 TOYOTA RAV4
Location of Incident: SYRACUSE, NY
NHTSA Summary:

I HAVE A 2009 TOYOTA RAV4, AND TOOK IT IN TO THE DEALER FOR ACCELERATOR SHIM PLACEMENT AS PER THE RECENT RECALL. SINCE THE SHIM HAS BEEN PLACED, I HAVE BEEN EXPERIENCING PERIODIC EPISODES OF "JACKRABBIT" STARTS FROM A STOPPED POSITION. THE ACCELERATOR IS VERY TOUCHY, IT EITHER CREATES A PROLONGED MOMENT OF HESITATION, THEN JERKS FORWARD. THERE WAS ONE EPISODE WHEN THE VEHICLE RAPIDLY ACCELERATED, THANKFULLY THERE WERE NO VEHICLES IN FRONT OF ME. I RETURNED TO THE DEALER, BUT SINCE THEY COULD NOT REPLICATE THE CONCERN, THEY DISMISSED MY ISSUE. I AM ANNOYED THAT TOYOTA ACTED AS THOUGH THEY HAVE NEVER HEARD OF SUCH A THING.

Additional Summary:

Date of Incident: 20100402
Toyota ID No.:
NHTSA ODI No.: 10323590
Vehicle Make 2009 TOYOTA COROLLA
Location of Incident: ROCHESTER, NY

NHTSA Summary:

WHILE DRIVING AT SPEEDS BETWEEN 55 AND 60 MPH, THE CAR- WITHOUT MY FOOT NEAR THE ACCELERATOR- EXPERIENCED A SURGE IN ACCELERATION. THIS HAPPENED AT A TIME AFTER I WAS USING CRUISE CONTROL BUT HAD TURNED IT OFF BECAUSE I WAS COMING TOO CLOSE TO THE CAR IN FRONT OF ME AND NEEDED TO SLOW DOWN. AS I RELEASED MY FOOT OFF THE ACCELERATOR AND MOVED IT TO THE BREAK, THE ENGINE REVVED DRAMATICALLY. ONCE SPEEDS REACHED OVER 65 (WITHIN ONE OR TWO SECONDS) I BROKE AND WAS ABLE TO SLOW THE VEHICLE DOWN AND KEEP IT IN CONTROL. THE ACCELERATOR PEDAL REINFORCEMENT BAR RECALL WAS PERFORMED ON 2/17/10. TOOK IT TO DEALER, THE FOUND NO PROBLEM AND WAS UNABLE TO REPLICATE THE SITUATION.

Additional Summary:

Date of Incident: 20100402
Toyota ID No.:
NHTSA ODI No.: 10323552
Vehicle Make 2010 TOYOTA CAMRY
Location of Incident: NOVELTY, OH

NHTSA Summary:

2010 TOYOTA CAMRY EXPERIENCED ACCELERATION ON FREEWAY EXIT RAMP AT 7:30 AM DURING RUSH HOUR. PUT THE CAR IN NEUTRAL AND THE ENGINE RACED. CAR WAS PULLED OVER TO THE SIDE WITH ENGINE STILL RACING. THE IGNITION WAS TURNED OFF AND IT STOPPED RUNNING. CHECKED TO SEE IF THERE WAS AN OBSTRUCTION WITH A

FLOOR MAT - THERE WAS NONE. AFTER 30 SECONDS, STARTED THE CAR AND IT ALTERNATED BETWEEN IDLE AND ENGINE RACING WHILE DOING NOTHING TO THE GAS PEDAL. RECALL FIXES HAD NOT BEEN DONE YET. DEALERS RESPONSE WAS THEY DID NOT KNOW WHAT CAUSED IT AND DIDN'T CARE WHAT DID - JUST PUT IN THE RECALL REMEDIES AND TRIED TO GIVE IT BACK TO US TO "TRY THIS". WE HAVE NO CONFIDENCE THAT THE PROBLEM WAS UNDERSTOOD, OR FIXED OR THAT THE DEALER EVEN CARES. THEIR RESPONSE WAS THAT IT IS TOYOTA'S PROBLEM NOT THEIRS.

Additional Summary:

Date of Incident: 20100402
Toyota ID No.:
NHTSA ODI No.: 10326251
Vehicle Make 2009 TOYOTA MATRIX
Location of Incident: WOODSTOCK, GA

NHTSA Summary:

I WAS ATTEMPTING A LEFT TURN AND HAD BEGUN TO ACCELERATE BUT THEN DECIDED TO NOT TURN, I TOOK MY FOOT OFF THE GAS PEDAL AND IT CONTINUED TO ACCELERATE, I'M NOT SURE IF I WAS ABLE TO APPLY THE BRAKE AND GET ANY RESULTS OR NOT BECAUSE I WAS HIT BY ONCOMING TRAFFIC SUDDENLY. I WAS VERY CONFUSED BY THE INCIDENT, BECAUSE IT WAS NOT MY INTENT TO DRIVE FORWARD AND YET IT DID SO. I WAS ASSUMING THAT SINCE I HAD THE CAR SERVICED FOR THE RECALL ISSUES LAST MONTH, THE CAR WAS SAFE. WE HAVE ALSO HAD ISSUES WITH THE GAS PEDAL BEING NON RESPONSIVE WHEN IN CRUISE CONTROL MODE. IT HAD HAPPENED ONCE WHEN I HAD USED IT AND ONCE WHEN MY HUSBAND HAD USED IT, BUT WE HAD NO INCIDENTS FROM IT AND DISCONTINUED USING CRUISE CONTROL. THE CAR WAS TOWED TO THE CHEROKEE COUNTY (GA) TOYOTA COLLISION CENTER WHERE I TOLD THEM OF THE NON INTENDED ACCELERATION. THEY ASSURED ME THEY WOULD LOOK INTO IT, BUT ONLY AFTER REPAIRING THE BODY. AFTER THEY HAD DONE SO, THEY CALLED ME AND TOLD ME TO GENERATE A CASE AND GAVE ME THE NUMBER TO TOYOTA. I DID SO ON FRIDAY, APRIL 16TH. I HAVE NOT YET HEARD FROM THE CASE MANAGER, BUT AM CONCERNED AND FRIGHTENED OF THE VEHICLE AT THIS POINT. I HAVE A HEAD INJURY; A CONCUSSION AND A WRIST INJURY AS A RESULT OF THE ACCIDENT. THE RECALL SERVICE WORK WAS DONE AT CHEROKEE COUNTY TOYOTA IN GEORGIA WHERE I PURCHASED THE CAR. MY INSURANCE COMPANY WAS ALSO INFORMED OF THE ISSUE AND HAVE ASSURED ME THAT THEY WILL LOOK INTO THE ISSUE AND SEEK REPAYMENT FROM TOYOTA IF THEY ARE LIABLE FOR THE ACCIDENT. THE SERVICE MANAGER AND COLLISION CENTER GUY WHO IS HANDLING MY VEHICLE HAVE TOLD ME THAT IT IS MORE LIKELY THAT I WOULD BE "HIT BY LIGHTENING AND MAULED BY A BEAR ON THE SAME DAY" THAN

IT IS THAT MY ACCIDENT WAS CAUSED BY A PROBLEMATIC OR UNINTENTIONAL ACCELERATION THAT IS A RESULT OF AN ISSUE WITH THE CAR. THEY ALSO TOLD ME THAT A COMPUTERIZED "TEST" WAS DONE AND THAT MY CAR IS OK, BUT THEN TOLD ME TO INITIATE A CASE WITH TOYOTA.

Additional Summary:

Date of Incident: 20100403

Toyota ID No.:

NHTSA ODI No.:

Vehicle Make 2009 TOYOTA COROLLA

Location of Incident: GUELPH, ONTARIO, CANADA

NHTSA Summary:

Additional Summary:

NEWS ARTICLE IN THE GUELPH MERCURY (CANADA):

"Miron Suvagau is convinced he's a victim of a sticky Toyota gas pedal.

On April 3, the Guelph man said, he reversed out of a parking spot outside his Neeve Street apartment building, straightened his 2009 Corolla and touched the gas to go forward. He said his Corolla then burst forward, jumped a curb in the front of the building, struck a stone wall surrounding a flower bed and kept accelerating along the curb. The wall has been repaired but several areas show where it was chipped in the incident.

Eventually, he said, the vehicle bounced back onto the driveway and stopped when it struck another curb.

Suvagau said he and his wife were in the car at the time and he feels fortunate no one was injured in the incident.

"The vehicle became crazy," Suvagau said. "There was unusual accelerating. I just managed to avoid hitting somebody."

In February, Suvagau received a letter from Toyota. He said it indicated his vehicle was one of the affected models on the Japanese automaker's recall list.

On Jan. 21, Toyota announced it would recall 2.3 million vehicles to address sticking pedals in six vehicle models. Toyota has recalled more than eight million vehicles worldwide because of acceleration problems in multiple models.

Suvagau took his vehicle in to Cambridge Toyota, on March 17, and a 90-minute inspection followed. He said he was then told his car was safe to be on the road and Suvagau drove it home.

"I thought it was normal after they did the work," said Suvagau.

Guelph Police were called to the incident and an investigation is on-going. However, Sergeant Peter Mitro, with the police's traffic department, said he doesn't expect charges will be laid.

The incident took place on a private driveway, which means charges won't be laid under the Highway Traffic Act and Mitro said there isn't sufficient evidence to lay criminal charges, given testimony from several witnesses.

According to city police, Suvagau's accident is the only local one reported that involves a recalled Toyota and a motorist claim that a faulty accelerator may have caused it.

A service representative at Cambridge Toyota confirmed it has been in discussion with Suvagau about this matter but referred the Mercury to Toyota Canada for further comment. A Toyota Canada official said Monday the company would not discuss the case.

Suvagau said his insurance company contacted him Monday and indicated Toyota wasn't responsible for the accident. The insurance company told Suvagau his policy would cover costs to repair the front-end damage to the vehicle.

However, Suvagau said he doesn't want to drive the same vehicle. He said he wants Toyota to replace it or terminate his lease.

He said he called Toyota roadside assistance after the incident. The car was towed from the scene and it's not in his possession.

The insurance company has informed him it wants to have the vehicle inspected at another service shop.

Suvagau said he's not sure what he'll do next over the car."

Date of Incident: 20100406

Toyota ID No.:

NHTSA ODI No.: 10332758

Vehicle Make 2007 LEXUS ES350

Location of Incident: NEW PORT RICHEY, FL

NHTSA Summary:

2007 LEXUS ES350. CONSUMER STATES UNINTENDED ACCELERATION *TGW THE CONSUMER DID RECEIVE A RECALL NOTICE IN THE MAIL REGARDING ACCELERATOR PROBLEMS, BUT WAS NOT CONCERNED, BECAUSE HE NEVER EXPERIENCED ANY PROBLEMS PRIOR. HOWEVER, ON APRIL 6, 2010, AS THE CONSUMER WAS ABOUT TO MAKE A TURN, THE VEHICLE SUDDENLY LURCHED FORWARD AND A RED WARNING LIGHT

ILLUMINATED AS WELL AS THE CHECK ENGINE LIGHT. THE CONSUMER ABORTED THE TURN AND WENT STRAIGHT AHEAD AND TURNED INTO A GAS STATION. THE CONSUMER THEN TURNED OFF THE ENGINE AND AFTER A MINUTE OR TWO HE RE-STARTED IT; BOTH THE WARNING LIGHT AND CHECK ENGINE LIGHT AS WELL AS A LIGHT INDICATING LOSS OF TRACTION WERE ON. THE VEHICLE WAS TOWED TO THE DEALERSHIP WHERE THEY RESET THE COMPUTER AND THE CONSUMER WAS INFORMED EVERYTHING WAS FINE. HOWEVER, 4 MILES INTO HIS TRIP, THE VEHICLE LURCHED FORWARD AGAIN WHEN IT WAS MOVING AT ABOUT 20 MPH AFTER A STOP SIGN. THE CONSUMER DROVE THE VEHICLE TO THE DEALERSHIP THE NEXT DAY AND UPON INSPECTION, THE CONSUMER WAS INFORMED THE VEHICLE NEEDED A NEW TRANSMISSION. THE REPRESENTATIVE TOLD THE CONSUMER THERE WAS A MECHANICAL PROBLEM WITH THE SECOND GEAR AND THAT THE LURCHING OF THE VEHICLE WAS RELATED TO THE COMPUTER BYPASSING THAT GEAR. *JB

Additional Summary:

Date of Incident: 20100407
Toyota ID No.:
NHTSA ODI No.: 10324502
Vehicle Make 2008 TOYOTA TUNDRA
Location of Incident: COOL, CA

NHTSA Summary:

TL*THE CONTACT OWNS A 2008 TOYOTA TUNDRA. WHILE DRIVING APPROXIMATELY 5 MPH, THE VEHICLE SUDDENLY ACCELERATED. THE CONTACT SHIFTED INTO NEUTRAL GEAR TO STOP THE ACCELERATION. THE VEHICLE WAS INCLUDED IN RECALL 10V017000 (VEHICLE SPEED CONTROL, ACCELERATOR PEDAL) AND REPAIRED ACCORDINGLY PRIOR TO THE FAILURE. THE VEHICLE WAS TAKEN BACK TO THE DEALER FOR ANOTHER REPAIR. THE CURRENT MILEAGE WAS APPROXIMATELY 20,600. THE FAILURE MILEAGE WAS APPROXIMATELY 4,500.

Additional Summary:

Date of Incident: 20100407
Toyota ID No.:
NHTSA ODI No.: 10324619
Vehicle Make 2010 TOYOTA PRIUS
Location of Incident: LANSDALE, PA

NHTSA Summary:

2010 PRIUS WITH ABOUT 14,500 MILES DRIVING ON SMOOTH, WET, PAVED ROAD 20 MILES AN HOUR ON A CURVE. NEITHER FOOT WAS NOT ON A PEDAL - CAR WAS COASTING FOR SEVERAL SECONDS AS EXPECTED, SLOWLY DECELERATING. IN THE MIDDLE OF THE CURVE, WITH BOTH FEET STILL NOT ON EITHER GAS OR BRAKE, I FELT AND HEARD A

NOTABLE SURGE OF HARD ACCELERATION DESPITE BOTH FEET BEING OFF THE GAS AND BRAKE. MY WIFE IN THE PASSENGER SEAT ALSO NOTICED THE SURGE. I IMMEDIATELY BRAKED HARD. THE CAR SLOWED SAFELY, AND THE UNREQUESTED ACCELERATION SEEMED TO STOP AS SOON AS I ENGAGED THE BRAKE PEDAL. NOTHING WAS TOUCHING THE ACCELERATOR BEFORE THE SURGE, DURING THE SURGE, OR WHEN THE SURGE ENDED AS I BRAKED - NOT A FLOOR MAT, NOT A STRAY OBJECT, NOT MY FOOT. THIS IS THE FIRST TIME WE HAVE EXPERIENCED THIS EXACT PATTERN OF SYMPTOMS. IN THE PAST, BEFORE THE BRAKE SOFTWARE RECALL WAS DOWNLOADED TO OUR CAR, WE HAD MANY EPISODES OF TEMPORARY LOSS OF BRAKING POWER ON BUMPY ROADS. AT LEAST ONE OF THOSE PRIOR EPISODES HAD UNEXPLAINED ACCELERATION ACCOMPANY THE TEMPORARY BRAKING FAILURE ON A BUMPY ROAD. TODAY'S INCIDENT WAS VERY DIFFERENT - I WAS NOT BRAKING, AND THE ROAD WAS NOT BUMPY. NOTE THAT THE 2010 PRIUS IS NOT ON THE RECALL LISTS FOR THE ACCELERATOR MODIFICATIONS, AND THAT A STICKY ACCELERATOR WOULD NOT EXPLAIN THIS BEHAVIOR.

Additional Summary:

Date of Incident: 20100407
Toyota ID No.:
NHTSA ODI No.: 10326416
Vehicle Make 2007 TOYOTA CAMRY
Location of Incident: GREENSBORO, NC

NHTSA Summary:

I WAS WAITING AT A RED LIGHT WHEN THE VEHICLE REVVED AND LURCHED FORWARD AND HIT THE VEHICLE IN FRONT OF ME, BOUNCED OFF AND HIT IT AGAIN. I PRESSED THE BRAKES AS HARD AS I COULD BUT IT TOOK A FEW MOMENTS BEFORE THE CAR WOULD STOP. HAD CAR TOWED TO DEALERSHIP WHERE IT IS STILL WAITING FOR AN ENGINEER TO LOOK AT IT. THEY SAID IT WILL BE APPROXIMATELY 74 DAYS BEFORE THEY EVEN LOOK AT IT DUE TO HAVING SO MANY CLAIMS AT THIS TIME. THIS VEHICLE WAS IN JUST THE WEEK BEFORE FOR THE RECALL FIX FOR THE ACCELERATOR PEDAL.

Additional Summary:

Date of Incident: 20100407
Toyota ID No.:
NHTSA ODI No.: 10324372
Vehicle Make 2010 TOYOTA TUNDRA
Location of Incident: PLACENTIA, CA

NHTSA Summary:

INFORMATION REDACTED PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6). HI I AM CALLING TO REPORT A TOYOTA TUNDRA SE [XXX]. THE CAR GOT SERVICE ON MARCH 27 FOR THE RECALL PROBLEM ACCORDING TO SERVICE TECH THE PROBLEM WAS RESOLVE. HOWEVER WAITING FOR A TRAIN TO GO BY MY CAR ON IT OWN ACCELERATED ON APRIL 2 2010, AGAIN ON APRIL 6TH THE CAR ACCELERATE ONCE AND THE FOUR TIMES IN THAT DAY IT WENT FROM A SPEED OF 65 TO 5 MILES PER HOUR ANNOUNCING TRACTION CONTROL. THAT DAY THE CAR WAS TAKEN IN TO GET SERVICE AGAIN ONCE AGAIN A WAS ASSURED BY SERVICE TECH THAT THE PROBLEM WAS RESOLVE. TODAY APRIL 7TH DRIVING BACK FROM WORK THE TRACTION CONTROL LIGHT CAME UP AGAIN AND I LOST COMPLETE SPEED AND CONTROL OF GAS PEDAL. THE TOYOTA DEALER THAT HAS BEEN SERVICING THIS CAR HAS BEEN TOYOTA PLACE ADDRESS 9670 TRASK AVE GARDEN GROVE CA 92844. *TR

Additional Summary:

Date of Incident: 20100408
Toyota ID No.:
NHTSA ODI No.: 10325961
Vehicle Make 2009 TOYOTA RAV4
Location of Incident: MACUNGIE, PA

NHTSA Summary:

TH- THE CONTACT OWNS A 2009 TOYOTA RAV4. THE CONTACT HAD THE VEHICLE SPEED CONTROL ACCELERATOR PEDAL RECALL REPAIR DONE ON THE VEHICLE ONE MONTH AGO. THE REPAIRS DONE FOR CAMPAIGN NUMBER 10V017000 DID NOT REPAIR THE VEHICLE. WHILE TRAVELING 35 MPH THE CALLER TRIED TO COME TO A STOP AND THE VEHICLE ACCELERATED. THE CALLER WAS ABLE TO BRING THE VEHICLE TO A STOP BY PLACING THE VEHICLE IN NEUTRAL. THE VEHICLE IS CURRENTLY AT THE DEALER BEING INSPECTED AGAIN. THE CONTACT DID NOT HAVE THE VIN NUMBER AT THE TIME OF THE COMPLAINT. THE FAILURE MILEAGE AND CURRENT MILEAGE WAS 14300.RL

Additional Summary:

Date of Incident: 20100408
Toyota ID No.:
NHTSA ODI No.: 10334012
Vehicle Make 2010 TOYOTA TACOMA
Location of Incident: MEADVILLE, PA

NHTSA Summary:

WHILE DRIVING IN NORTHERN KENTUCKY ON A SLIGHT INCLINE IN HILLY COUNTRY SOUTHBOUND ON I-75, I DISENGAGED CRUISE CONTROL WHEN A VEHICLE PULLED IN FRONT OF ME. WHEN VEHICLE MOVED OFF THE

HIGHWAY ABOUT 15 SECONDS LATER, I RE-ENGAGED CRUISE CONTROL (AT APPROX 65 MPH) AT WHICH POINT THE VEHICLE ACCELERATED ON ITS OWN TO OVER 85 MPH. I THEN DISENGAGED CRUISE CONTROL AND THE VEHICLE NORMALLY DECELERATED. THE EXACT SAME THING HAPPENED TWO (2) MONTHS EARLIER WHILE TRAVELING ON AN INTERSTATE IN NORTH CAROLINA UNDER THE SAME CIRCUMSTANCES (ELEVATION AROUND 2500-3000 FT ON AN INCLINE). I REPORTED THIS TO THE TOYOTA DEALER LAST WEEK AND THEY SAID THERE IS A RECALL TO "REFLASH THE COMPUTER" ON MY 2010 TACOMA V6. I HAVE SEEN NO REFERENCE TO SUCH A RECALL ON TOYOTAS WEBSITE FOR MY VIN.

Additional Summary:

Date of Incident: 20100408
Toyota ID No.:
NHTSA ODI No.: 10325276
Vehicle Make 2010 TOYOTA CAMRY
Location of Incident: SAYREVILLE, NJ

NHTSA Summary:

2010 TOYOTA CAMRY. S10 APPROPRIATE HANDLING-LETTER FROM RE TOYOTA SAFETY PROBLEMS. *TGW THE CONSUMER STATED WHEN THE VEHICLE WAS PURCHASED HE ASKED THE SALESMAN WAS IT A PART OF THE SUDDEN ACCELERATION RECALL AND THE SALESMAN SAID NO, BECAUSE THE VEHICLE WAS BUILT LATER IN THE PRODUCTION YEAR. THE CONSUMER HAS SINCE DISCOVERED HIS VEHICLE IS A PART OF THE RECALL. THE CONSUMER STATED THE REPAIRS WERE MADE ON THE VEHICLE, HOWEVER THE REPAIRS HAVE ONLY MADE THE CONSUMERS WIFE MORE APPREHENSIVE AS SHE NOW FEELS A JERKING MOTION WHEN REDUCING PRESSURE ON THE ACCELERATOR PEDAL. *JB

Additional Summary:

Date of Incident: 20100409
Toyota ID No.:
NHTSA ODI No.: 10334188
Vehicle Make 2010 TOYOTA CAMRY
Location of Incident: ARLINGTON, TX

NHTSA Summary:

I BOUGHT A NEW 2010 CAMRY. I COMPLAINED TO THE DEALER THE VERY NEXT DAY THAT THE ACCELERATOR PEDAL WAS TOO SENSITIVE AND THE CAR WAS NOT DRIVABLE. I WAS ASSURED THAT ALL ACCELERATOR PEDAL RECALL MODIFICATIONS WERE DONE ON THE CAR BEFORE THE SALE. I WAS STILL NOT SATISFIED. THE MANAGER OF THE SHOP AND I DID A TEST DRIVE AND AFTER A DETAILED DISCUSSION OF THE ACCELERATOR PEDAL AND DESIGN DEFECTS WE JOINTLY AGREED TO TRY AND REPLACE THE PEDAL MECHANISM WITH ONE MADE - NOT BY THE US

VENDOR - BUT BY NIPPONDENSO -- TOYOTA'S ALTERNATE VENDOR IN JAPAN. TO MY GREAT SURPRISE THE ACCELERATOR PEDAL WAS OF A DIFFERENT DESIGN AND FEEL. WITH THE NIPPONDENSO PEDAL THE FOOT'S POSITION ON THE PEDAL IS AT A MUCH MORE COMFORTABLE ANGLE. BUT MOST IMPORTANT OF ALL THE RESPONSE CHARACTERISTICS IS A 100% BETTER THAN THE AMERICAN MADE PEDAL. WITH THE US MADE PEDAL THE CAR HAD A "STEP" RESPONSE WHILST WITH THE NIPPONDENSO PEDAL IT HAS MORE OF A "RAMP" RESPONSE. I WAS TOLD BY THE DEALER'S SHOP MANAGER THAT THE NIPPONDENSO MADE PEDAL MECHANISM DOES NOT NEED THE SPACER OR THE FLOOR MAT MODIFICATION EITHER. I AM SURPRISED THAT TWO VENDORS MAKING THE SAME PART FOR THE SAME MANUFACTURER TO THE SAME SPECIFICATIONS AND DRAWINGS HAVE PRODUCTS THAT ARE SO VASTLY DIFFERENT. THE ONLY THING COMMON BETWEEN THE PEDAL MECHANISMS FROM THE TWO VENDORS IS ITS MOUNTING ON THE FLOOR BOARD. WHERE IS TOYOTA'S QUALITY CONTROL? IN MY OPINION THERE IS A STRONG CO-RELATION BETWEEN UNINTENDED ACCELERATION COMPLAINTS AND THE US MADE ACCELERATOR PEDAL DESIGN AND ITS SHARP "STEP" RESPONSE. LET ALL THOSE WHO HAVE A COMPLAINT ABOUT THE UNINTENDED ACCELERATION INSIST ON REPLACING THE PEDAL MECHANISM MADE BY NIPPONDENSO. NHTSA SHOULD LOOK INTO THE VARIATIONS IN THE DESIGN FROM THE TWO VENDORS AND QUESTION AS TO WHY TOYOTA HAS PERMITTED THE VENDORS TO DESIGN THE MECHANISMS RATHER THAN JUST BUILD IT TO TOYOTA'S SPECIFICATIONS

Additional Summary:

Date of Incident: 20100412
Toyota ID No.:
NHTSA ODI No.: 10325130
Vehicle Make 2007 TOYOTA CAMRY
Location of Incident: SUMMERFIELD, NC

NHTSA Summary:

ON 4/3/10, UNINTENDED ACCELERATOR "FIX" PER TOYOTA LETTER WAS PERFORMED ON OUR 2007 TOYOTA CAMRY XLE (VANN YORK TOYOTA IN HIGH POINT, NC). ON 4/12/10, WHILE MY WIFE WAS DRIVING AT 35MPH ON A CITY STREET, MAINTAINING CONSTANT ACCELERATION; THEN, SHE REMOVED THE FOOT OF THE ACCELERATOR AS SHE HEADED TOWARD AN INTERSECTION, WHEN SUDDENLY, THE ENGINE SPEED DRASTICALLY INCREASED (I.E. REVVED UP LIKE WHEN THE DRIVER STEPS ON THE ACCELERATOR TO ACHIEVE A FAST VELOCITY RATE OF CHANGE); HOWEVER, THE CAR VELOCITY DECREASED AND SHE APPLIED THE BRAKES TO GET TO THE INTERSECTION AND MAKE A RIGHT TURN. IT IS IMPORTANT TO POINT OUT THAT THE SUDDEN ENGINE SPEED INCREASE LASTED FOR APPROXIMATELY 5 SECONDS; AFTERWARDS, THE ENGINE

SPEED WENT BACK TO THE NORMAL (PREVIOUS) LEVEL. AFTER MAKING A RIGHT TURN AT THE INTERSECTION, THERE WAS NO RE-OCCURRENCE OF THIS ISSUE, AND MY WIFE AND 5 YEAR OLD DAUGHTER MADE IT HOME SAFE. THE SUDDEN ENGINE SPEED INCREASES HAVE OCCURRED MULTIPLE TIMES IN OUR 2007 TOYOTA CAMRY SINCE WE BOUGHT IT LATE 2006. WE HAVE REPORTED THIS ISSUE, AS WELL AS WHAT FEELS LIKE INFREQUENT TIRE SLIPPAGES TO SEVERAL DEALERSHIPS (IN PHOENIX AND GREENSBORO), BUT THEY HAVE NEVER FOUND ANY ISSUES WHILE INSPECTING THE CAR. WE ARE EXTREMELY CONCERNED THAT EVEN AFTER TOYOTA HAS RECOMMENDED THE ACCELERATOR "FIX" (THEY CHANGED THE SHAPE OF THE ACCELERATOR PEDAL AND MADE AN UPDATE TO THE ENGINE THROTTLE COMPUTER) AND THE FIX HAS BEEN APPLIED TO OUR CAR, IT CONTINUES TO BEHAVE IN THE MANNER DESCRIBED ABOVE. WE FEEL THE CAR IS UNSAFE.

Additional Summary:

Date of Incident: 20100413
Toyota ID No.:
NHTSA ODI No.: 10328848
Vehicle Make 2008 TOYOTA CAMRY
Location of Incident: LOS ANGELES, CA

NHTSA Summary:

WHILE DRIVER WAS PULLING INTO A PARKING SPACE AND COMING TO A NEAR STOP, THE VEHICLE, A 2008 TOYOTA CAMRY, SUDDENLY ACCELERATED ON ITS OWN ACCORD, HOPPING THE CONCRETE CURB, ACCELERATING THE VEHICLE AS THE CAR CRASHED STRUCK AND PUSHED ALONG A TRASH BIN, THRU THICK BRUSH, A STEEL GATED FENCE AND EVENTUALLY STRIKING A TREE WHERE THE VEHICLE FINALLY CAME TO REST. THE DRIVER ATTEMPTED TO STOP THE VEHICLE BY APPLYING BOTH FEET TO THE BRAKES AS IT TRAVELED APPROXIMATELY 150 FEET. THE VEHICLE WAS SUBJECT TO BOTH THE FLOOR MAT AND ACCELERATION PEDAL RECALLS WHICH WERE REPAIRED ON FEBRAURY 11, 2010. THIS INCIDENT WAS POST-RECALL REPAIR. SINCE THE INCIDENT, THE VEHICLE HAS NOT BEEN REPAIRED AND IS CURRENTLY BEING STORED BY AN AUTOBODY REPAIR FACILITY AND AWAITS INSPECTION BY NHTSA AND TOYOTA. *TR

Additional Summary:

Date of Incident: 20100415
Toyota ID No.:
NHTSA ODI No.: 10326045
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: HACIENDA HEIGHTS, CA
NHTSA Summary:

TL*THE CONTACT OWNS A 2009 TOYOTA CAMRY. THE CONTACT RECEIVED A RECALL NOTICE FOR RECALL 10V017000 (VEHICLE SPEED CONTROL:ACCELERATOR PEDAL) AND HAD THE VEHICLE REPAIRED ACCORDINGLY. HOWEVER, AS THE CONTACT WAS DRIVING AT APPROXIMATELY 10 MPH, THE VEHICLE SUDDENLY ACCELERATED AND CRASHED INTO TWO PARKED VEHICLES. THE CONTACT ATTEMPTED TO BRAKE BEFORE THE CRASH BUT THE VEHICLE STILL MOVED FORWARD. THERE WERE NO INJURIES. THE VEHICLE HAD NOT BEEN TAKEN TO AN AUTHORIZED DEALERSHIP FOR DIAGNOSIS AT THE TIME OF THE COMPLAINT. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 18,700.

Additional Summary:

Date of Incident: 20100415
Toyota ID No.:
NHTSA ODI No.: 10326983
Vehicle Make 2009 TOYOTA COROLLA
Location of Incident: BELLE MEAD, NJ

NHTSA Summary:

MY WIFE WAS RECENTLY IN AN ACCIDENT WHILE DRIVING A 2009 TOYOTA COROLLA IN PRINCETON NJ. SHE MENTIONED THAT SHE STOPPED AT THE STOP SIGN AND PRESUMABLY TRIED TO MOVE FORWARD A BIT SO THAT SHE CAN SEE THE TRAFFICE ON THE MAIN ROAD, TO MAKE A RIGHT TURN AND NEXT THING SHE REALIZED WAS THAT SHE WAS ON MIDDLE OF THE MAIN ROAD HIT BY A FLATBED TRUCK. SHE IS NOT SURE HOW IT HAPPENED. THE CAR SUFFERED GOOD DAMAGE TO THE FRONT LEFT SIDE NEAR THE TIRES AND BASED ON THE AUTOBODY, IT IS GOING TO BE A HIGH DOLLAR REPAIR. DURING THE ACCIDENT: 1) THE SEATBELT TIGHTENED STRONG ENOUGH TO BRAKE HER LEFT CLAVICLE BONE IN HER SHOULDER. 2) THE AIR BAGS DID NOT DEPLOY. THIS IS MY BIGGEST CONCERN. DUE TO THIS ACCIDENT SHE RECEIVED A TRAFFIC TICKET. THIS MODEL OF THE CAR WAS PART OF THE RECENT ACCELERATOR PEDAL RECALL AND I GOT IT FIXED MARCH 2010. I CANNOT STOP WONDERING IF THAT ISSUE, EVENTHOUGH CONSIDERED AS FIXED, HAD SOMETHING TO DO WITH THE CAR ACCELERATING FASTER ON TO THE ROAD THAN EXPECTED. MY WIFE THINKS SHE HIT THE ACCELERATOR SLOWLY TO MOVE AHEAD A BIT TO BETTER SEE THE TRAFFIC ON THE MAIN ROAD. I HAVE DIRVEN HER CAR IN THE PAST AND DID NOT NOTICE ANY ISSUES RELATED TO THIS RECALL BEFORE THE FIX. I AM NOT BLAMING THIS ON THIS ISSUE, HOWEVER, I CANT STOP WONDERING IF THAT MAY HAVE PLAYED A ROLE. AND MY BIGGER ISSUE IS THAT THE AIR BAGS DID NOT DEPLOY. THE CAR IS IN A BODY SHOP IN NJ AND I CAN SHAR PHOTOS IF NEEDED.

Additional Summary:

Date of Incident: 20100415
Toyota ID No.:
NHTSA ODI No.: 10325940
Vehicle Make 2009 TOYOTA RAV4
Location of Incident: DRIFTWOOD, PA

NHTSA Summary:

TL*THE CONTACT OWNS A 2009 TOYOTA RAV4. WHILE DRIVING 5 MPH COMING TO A STOP, THE RPMS SUDDENLY BEGAN TO INCREASE. THE CONTACT HAD TO STAND UP IN THE VEHICLE TO DEPRESS THE BRAKE PEDAL SINCE THE VEHICLE SEEMED AS IF IT WOULD SURGE FORWARD. THE VEHICLE WAS REPAIRED ACCORDING TO RECALL 10V017000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL) BEFORE THE FAILURE. THE CONTACT TOOK THE VEHICLE TO AN AUTHORIZED DEALER AND HE IS CURRENTLY WAITING FOR A RESPONSE WHEN THE COMPLAINT WAS FILED. THE CONTACT CALLED THE MANUFACTURER WHO TOOK A COMPLAINT AND PROVIDED HER WITH A LOANER VEHICLE. THE VIN WAS UNAVAILABLE. THE CURRENT AND FAILURE MILEAGES WERE 7,600.

Additional Summary:

Date of Incident: 20100418
Toyota ID No.:
NHTSA ODI No.: 10326594
Vehicle Make 1968 TOYOTA CROWN
Location of Incident: W. HARTFORD, CT

NHTSA Summary:

MY CAR IS A 2007 AVALON TOYOTA AND WHEN I FIRST PURCHASED IT I HAD PROBLEMS WITH THE CAR ACCELERATING, BROUGHT IT INTO THE DEALER AND NO PROBLEM WAS EVER FOUND. THIS HAPPENED A MINIMUM OF 3 TIMES. THEN THE CAR SEEMED TO BE OK, AND IT HAPPENED AGAIN ABOUT 1 YEAR AGO. I DID NOT BRING IT TO THE DEALER. THE CAR HAS BEEN RUNNING FINE, BUT I HAVE BEEN WATCHFUL OF IT. AND IWAS TOLD JUST TO PUT IT IN NEUTRAL AND TURN OFF THE MOTOR. BUT IT DID NOT HAPPEN AGAIN. WHILE IN FLORIDA THIS PAST WINTER I DID HAVE MY CAR SERVICED FOR ALL 3 RECALLS WITH MUCH HESITATION SINCE, AS I SAID, THE CAR SEEMED TO BE OK. IT HAS BEEN APPROX. 3 WEEKS SINCE I HAD ALL THE RECALL WORK DONE AND WHILE DRIVING HOME FROM FLA. I WENT INTO A GAS STATION TO PUT AIR IN MY TIRES AND THEN ALL HELL BROKE LOOSE. I WAS DRIVING SLOW LOOKING FOR THE AIR PUMP AND THE CARWENT CRAZY ACCELERATING. I YELLED, PUT MY FOOT ON THE BRAKES AND TURNED OFF THE MOTOR. IT HAD NOTHING TO DO WITH THE FLOOR MAT, PEDAL ETC. NOTHING WAS NOTICEABLE STUCK. I LOVE THIS CAR, BUT THERE IS A DEVIL INSIDE THE MOTOR. SINCE THE RECALL DID NOT TAKE CARE OF THE PROBLEM WHAT SHOULD I DO?

Additional Summary:

Claims issue "HAD NOTHING TO DO WITH THE FLOOR MAT, PEDAL ETC. NOTHING WAS NOTICEABLE STUCK"

Date of Incident: 20100419
Toyota ID No.:
NHTSA ODI No.: 10334105
Vehicle Make 2010 TOYOTA COROLLA
Location of Incident: ARLINGTON, TX

NHTSA Summary:

TL- THE CONTACT OWNS A 2010 TOYOTA COROLLA. WHILE DRIVING APPROXIMATELY 20-25MPH APPROACHED A LIGHT AS THE LIGHT CHANGED HE ENGAGED THE ACCELERATOR AND NOTHING HAPPEN FOR SEVERAL SECONDS. HE THEN STATED THE ENGINE REV AND THE VEHICLE ACCELERATED LIKE A BULLET IN A GUN. HE THEN ENGAGED THE EMERGENCY BRAKE AND PUT THE VEHICLE IN NEUTRAL AND MOVED OVER TO THE RIGHT LANE. THE VEHICLE RMP SLOWED DOWN. THE VEHICLE WAS TAKEN THE DEALER AND THEY PERFORM A RECALL REPAIR THE CONTACT DID NOT KNOW THE CAMPAIGN NUMBER. THE CONTACT STATED HE ALSO HAS A PROBLEM WITH THE BRAKES. HE HEARS A LOUD NOISE AT TIMES WHEN ENGAGING THE BRAKES. THE BRAKE PROBLEM WAS CHECKED BY THE DEALER AND THEY WERE UNABLE TO DUPLICATE IT. THE FAILURE MILEAGE WAS 3,865 AND THE CURRENT MILEAGE WAS 3,904. VWB

Additional Summary:

Date of Incident: 20100420
Toyota ID No.:
NHTSA ODI No.: 10326622
Vehicle Make 2008 TOYOTA HIGHLANDER
Location of Incident: SAN DIEGO, CA

NHTSA Summary:

TL* THE CONTACT OWNS A 2008 TOYOTA HIGHLANDER. WHILE DRIVING AT SPEEDS OF 35-40 MPH, THE VEHICLE ACCELERATED WITHOUT WARRANT. THE CONTACT APPLIED THE BRAKES BUT THE VEHICLE CONTINUED TO ACCELERATE AND THE BRAKES WOULD NOT ENGAGE. THE VEHICLE PROCEEDED TO CRASH INTO A CURB SEVERAL TIMES BEFORE COMING TO A STOP. THE CONTACT STATED ALSO SHE HAD PREVIOUSLY RECEIVED NOTIFICATION OF NHTSA RECALL CAMPAIGN ID NUMBER 10V023000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL) BUT HAD NOT TAKEN THE VEHICLE FOR RECALL REPAIRS. THE APPROXIMATE FAILURE AND CURRENT MILEAGES WERE 33830.

Additional Summary:

Date of Incident: 20100420
Toyota ID No.:
NHTSA ODI No.: 10326890
Vehicle Make 2010 TOYOTA PRIUS
Location of Incident: BALTIMORE, MD

NHTSA Summary:

I MADE A NHTSA COMPLAINT ON 1/27/10 FOR ABS/UNINTENDED ACCEL INCIDENTS IN MY PRIUS2010. SUPPOSEDLY TOYOTA CORRECTED THE PROBLEM ON 2/11/10. ON 4/20/10 @ 12:50 PM, MY PRIUS ACCELERATED DANGEROUSLY AS I WAS COMING TO A COMPLETE STOP ON A SLIGHT INCLINE. THE CAR SHOT FORWARD THROUGH A RED LIGHT ON A BUSY BALTIMORE ARTERIAL. I WAS BRAKING THE CAR AND TRYING TO TURN IT TO AVOID HITTING A CONCRETE WALL OR CARS IN THE OPPOSITE LANES. I TURNED VERY SHARPLY, UNABLE TO BRAKE THE CAR; I FEARED IT MAY ROLLOVER. MY FOOT WAS ON THE BRAKE THE WHOLE TIME. I HOPPED A CURB ON THE MEDIAN AND CLIPPED A TRAFFIC SIGN. I THEN PARKED THE CAR AND PHONED THE POLICE. IT WAS AMAZING NO ONE GOT HURT OR KILLED. SINCE THIS INCIDENT OCCURED AFTER TOYOTA SAID THEY FIXED THE PROBLEM, I DO NOT TRUST THEM OR MY CAR. I WANT A REFUND FOR FOR THIS CAR, I WILL NOT DRIVE IT AGAIN:IT IS A DEATH MACHINE.

Additional Summary:

Date of Incident: 20100421
Toyota ID No.:
NHTSA ODI No.: 10326865
Vehicle Make 2007 LEXUS ES350
Location of Incident: MILL VALLEY, CA

NHTSA Summary:

TL*THE CONTACT OWNS A 2007 LEXUS ES350. THE CONTACT STATED THAT THE VEHICLE HAD BEEN REPAIRED PREVIOUSLY ACCORDING TO RECALL 09V388000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL) BUT WHILE DRIVING, THE VEHICLE SUDDENLY ACCELERATED. THE VEHICLE HAD NOT BEEN INSPECTED AT THE TIME OF THE COMPLAINT. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 80,000.

Additional Summary:

Date of Incident: 20100421
Toyota ID No.:
NHTSA ODI No.: 10327805
Vehicle Make 2010 TOYOTA CAMRY
Location of Incident: ROCKVILLE CENTER, NY

NHTSA Summary:

TL* THE CONTACT OWNS A 2010 TOYOTA CAMRY. THE CONTACT STATED WHILE DRIVING AT APPROXIMATE SPEEDS OF 20 MPH AND DEPRESSING THE BRAKE PEDAL, THE VEHICLE ABNORMALLY ACCELERATED. THE DEALER WAS UNABLE TO DUPLICATE THE FAILURE HOWEVER, DID PERFORM REPAIRS ON THE VEHICLE UNDER NHTSA CAMPAIGN ID NUMBER 10V017000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL). THE CONTACT BELIEVED THE FAILURE WAS CAUSED BY A DEFECT IN THE ENGINE AND NOT IN THE ACCELERATOR PEDAL. THE CONTACT STATED THERE WERE TWO OTHER FAMILY MEMBERS WHO DROVE THE VEHICLE AND HAD ALSO EXPERIENCED THE UNINTENDED ACCELERATION IN THE VEHICLE. THE APPROXIMATE FAILURE MILEAGE WAS 400 AND THE CURRENT MILEAGE WAS 450.

Additional Summary:

Date of Incident: 20100425
Toyota ID No.:
NHTSA ODI No.: 10328231
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: JAMESVILLE, WI

NHTSA Summary:

TL*THE CONTACT OWNS A 2009 TOYOTA CAMRY. THE CONTACT STATED THAT HE TOOK HIS VEHICLE TO AN AUTHORIZED DEALER IN MARCH 2010 FOR THE REPAIRS ASSOCIATED WITH RECALLS 09V388000 & 10V017000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL). HE HAD NOT EXPERIENCED ANY FAILURES BEFORE THE REPAIRS WERE MADE. ON MARCH 25, 2010, THE VEHICLE SUDDENLY ACCELERATED WHILE HIS FOOT WAS ON THE BRAKE PEDAL. THE CONTACT CONTINUED APPLYING PRESSURE TO THE BRAKES AND WAS ABLE TO SHIFT INTO NEUTRAL GEAR WHICH STOPPED THE VEHICLE FROM ACCELERATING. THE VEHICLE WAS TAKEN TO THE DEALER AND A TECHNICIAN FROM CHICAGO INSPECTED IT; HOWEVER, THE TECHNICIAN COULD NOT FIND THE CAUSE OF THE FAILURE. THE CONTACT REQUESTED A REPLACEMENT VEHICLE DUE TO SAFETY RISK WITH THE CURRENT VEHICLE. THE FAILURE MILEAGE WAS APPROXIMATELY 16,000. THE CURRENT MILEAGE WAS 16,040.

Additional Summary:

Date of Incident: 20100425
Toyota ID No.:
NHTSA ODI No.: 10327500
Vehicle Make 2007 TOYOTA AVALON
Location of Incident: EAST PROVIDENCE, RI

NHTSA Summary:

TL*THE CONTACT OWNS A 2007 TOYOTA AVALON. THE CONTACT WAS DRIVING APPROXIMATELY 45 MPH WHEN THE VEHICLE SUDDENLY

ACCELERATED. THE CONTACT ENGAGED THE BRAKE PEDAL AND THE VEHICLE CAME TO A COMPLETE STOP. HE TURNED OFF THE ENGINE AND RESTARTED THE VEHICLE; AFTER TWO SEPARATE ATTEMPTS, THE RPMS INCREASED EXCESSIVELY. HE RESTARTED THE VEHICLE AND IT BEHAVED NORMALLY AFTER FIVE TO TEN MINUTES. PRIOR TO THE FAILURE, THE CONTACT HAD THE VEHICLE REPAIRED ACCORDING TO RECALLS 09V388000, VEHICLE SPEED CONTROL, ACCELERATOR PEDAL AND 10V017000. THE REPAIR DID NOT CORRECT THE FAILURE. THE CONTACT WILL TAKE THE VEHICLE TO THE DEALER SINCE THE COMPLAINT WAS FILED. THE FAILURE MILEAGE WAS APPROXIMATELY 26,000.

Additional Summary:

Date of Incident: 20100426

Toyota ID No.:

NHTSA ODI No.: 10341801

Vehicle Make 2008 LEXUS ES350

Location of Incident: BOGART, GA

NHTSA Summary:

ON 4-26-10, WHILE IN CINCINNATI OHIO, I WAS THE PASSENGER IN A 2008 LEXUS ES350 .WE WERE GOING TO KROGER. THE DRIVER STOPPED AT A STOP SIGN AND AFTER LEAVING THE STOP SIGN THE CAR SUDDENLY ACCELERATED ALL BY IT'S SELF TO A VERY FAST SPEED. DUE TO THE CAR'S EXCESSIVE SPEED, THE CAR LEFT THE STREET AND HIT 2 OTHER VEHICLES & A TREE. SPECIAL NOTE: SINCE THIS TYPE CAR WAS PART OF A RECALL. PRIOR TO THE ACCIDENT THE OWNER / DRIVER OF THE CAR HAD TAKEN THE CAR TO THE DEALERSHIP TO BE "FIXED" AS INDICATED IN THE RECALL LETTER. *TR

Additional Summary:

Date of Incident: 20100426

Toyota ID No.:

NHTSA ODI No.: 10359690

Vehicle Make 2008 LEXUS ES350

Location of Incident: CINCINNATI, OH

NHTSA Summary:

OWNER OF 2008 LEXUS ES RECEIVED RECALL NOTICE FOR ISSUE WITH SUDDEN EXCELLERATION. CAR WAS TAKEN TO LEXUS SERVICE DEPT FOR REPAIRS. HOWEVER A MONTH OR SO LATER, THE CAR SUDDENLY EXCELLERATED GETTING UP TO SPEED OF APPROX 70 MPH IN A RESIDENTIAL AREA. BREAKS DID NOT STOP OR SLOW CAR DOWN. AS A RESULT, TWO PARKED CARS WERE HIT, AND DAMAGED RESIDENTS YARDS BEFORE RUNNING HEAD ON INTO A TREE IN SOMEONE'S YARD. THE DRIVER AND PASSENGER WERE INJURED.

Additional Summary:

Date of Incident: 20100427
Toyota ID No.:
NHTSA ODI No.: 10327793
Vehicle Make 2007 LEXUS ES350
Location of Incident: BELOIT, WI

NHTSA Summary:

TL* THE CONTACT OWNS A 2007 LEXUS ES350. THE CONTACT STATED THAT THE VEHICLE HAD PREVIOUSLY BEEN SERVICED FOR THE RECALL REMEDY ASSOCIATED WITH NHTSA CAMPAIGN ID NUMBER 09V388000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL). AFTER THE RECALL REPAIR WAS PERFORMED, THE CONTACT WAS DRIVING 40 MPH WHEN THE VEHICLE ACCELERATED. THE CONTACT THEN SHIFTED THE VEHICLE INTO NEUTRAL GEAR AND APPLIED THE BRAKES. HE WAS ABLE TO MOVE THE VEHICLE FROM THE ROAD AND TURN THE ENGINE OFF. WHEN RESTARTING, THE VEHICLE EXHIBITED UNUSUALLY HIGH ENGINE RPMs AND BEGAN IDLING. THE ENGINE WAS SHUT OFF A SECOND TIME AND RESUMED NORMAL OPERATION WHEN IT WAS RESTARTED. THE VEHICLE WAS NOT TAKEN TO AN AUTHORIZED DEALER FOR FURTHER INSPECTION OF THE FAILURE. THE VIN WAS NOT AVAILABLE. THE FAILURE MILEAGE WAS 45,174 AND THE CURRENT MILEAGE WAS 45,189.

Additional Summary:

Date of Incident: 20100429
Toyota ID No.:
NHTSA ODI No.: 10332251
Vehicle Make 2002 LEXUS ES300
Location of Incident: BOCA RATON, FL

NHTSA Summary:

2002 LEXUS ES300, CAR LUNGES AND JERKS DURING ACCELERATION AND DECELERATION. CAR DROVE FINE UNTIL LEXUS UPGRADED SOFTWARE, AND THEN 100% NOTICABLE DIFFERENCE IN PERFORMANCE. CAR WAS BROUGHT TO JM LEXUS APPROX 4-5 TIMES FOR PROBLEM, AND ONCE TO PALM BEACH LEXUS. CAR JERKED DURING TEST DRIVE WITH MECHANIC. I WAS TOLD IT WAS A "CHARACTERISTIC" OF THE CAR, AND THERE WAS NOTHING THAT CAN BE DONE TO FIX IT. MECHANIC STATED HE HAS SEEN THE SAME PROBLEM ON OTHER CARS. PROBLEM HAS BEEN GETTING WORSE.

Additional Summary:

Date of Incident: 20100429
Toyota ID No.:
NHTSA ODI No.: 10330669

Vehicle Make 2009 TOYOTA COROLLA

Location of Incident: SPRINGFIELD, IL

NHTSA Summary:

2009 TOYOTA COROLLA. CONSUMER STATES SEVERAL PROBLEMS WITH VEHICLE *TGW THE CONSUMER STATED THE VEHICLE MAINTAINED SPEED OF TRAVEL EVEN AFTER HIS FOOT WAS REMOVED FROM THE ACCELERATOR PEDAL. TRAVEL SPEED DECREASED ONLY AFTER THE VEHICLES REGULAR BRAKE HAD BEEN REMOVED. THERE WAS A SPIKE IN THE RPM UNDER NORMAL DRIVING CONDITIONS WITHOUT CHANGE IN PRESSURE APPLIED TO THE ACCELERATOR PEDAL. ALSO, THERE WAS ERRATIC IDLING WHILE THE VEHICLE WAS IN PARK WITHOUT THE CONSUMER TOUCHING THE ACCELERATOR PEDAL. THE CONSUMER CONTINUED TO EXPERIENCE PROBLEMS WITH THE ACCELERATOR PEDAL AFTER THE RECALL WAS PERFORMED. *JB

Additional Summary:

Date of Incident: 20100501

Toyota ID No.:

NHTSA ODI No.: 10353989

Vehicle Make 2007 TOYOTA TUNDRA

Location of Incident: DERRY, PA

NHTSA Summary:

I HAD MY MY TRUCK IN FOR SERVICE AND THEY FIX THE GAS PEDAL WHICH HAS MADE IT WORSE. THE TRUCK HESITATES THEN LURCHES AHEAD. IT HAPPENS ALL THE TIME. ALSO THE TRANSMISSION IS MAKING A BANGING NOISE AND DOSN'T SHIFT RIGHT. IT BANGS ON ACCLERATION AND DEACCLERATION. I HAVE HAD IT TO THE DEALERS SHOP AND THEY ACKNOWLEDGE THE PROBLEM BUT WON'T FIX IT

Additional Summary:

Date of Incident: 20100503

Toyota ID No.:

NHTSA ODI No.: 10329103

Vehicle Make 2009 TOYOTA CAMRY

Location of Incident: MAUMEE, OH

NHTSA Summary:

TL* THE CONTACT OWNS A 2009 TOYOTA CAMRY. THE CONTACT STATED HE THE ACCELERATOR PEDAL WAS REPLACED UNDER NHTSA CAMPAIGN ID NUMBER: 10V017000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL). ON A LATER DATE, WHILE DRIVING WITH THE CRUISE CONTROL SET AT 65 MPH, THE VEHICLE ABNORMALLY ACCELERATED. THE CONTACT WAS ABLE TO STOP THE ACCELERATION WITHOUT INCIDENT. THE DEALER ADVISED BRINGING THE VEHICLE BACK IN FOR FURTHER INSPECTION.

THERE WERE NO ADDITIONAL REPAIRS MADE TO THE VEHICLE AS OF YET.
THE CURRENT AND FAILURE MILEAGES WERE 15,000.

Additional Summary:

Date of Incident: 20100505
Toyota ID No.:
NHTSA ODI No.: 10331845
Vehicle Make 2010 TOYOTA TUNDRA
Location of Incident: MISSION, TX

NHTSA Summary:

I HAVE A 2010 TOYOTA TUNDRA, SINCE THE PURCHASE NOTE THAT SPEEDS UP WHEN I COME TO A STOP, OR JUST WHEN I'M WITH THE BRAKE PEDAL POSITION, AND TO BEGIN TO CORRECT SINGLE SPEEDS, AND HE ARRANGED A RECALL OF THE ACCELERATOR PEDAL, BUT EVEN SO I STILL HAVE THE PROBLEM A FEW WEEKS AGO, ALMOST HIT WITH MY TRUCK, AN IMMIGRATION OFFICER, WHEN INSPECTING THE TRUCK, AND MY PASSPORT ... THAT SCARED ME A LOT

Additional Summary:

Date of Incident: 20100506
Toyota ID No.:
NHTSA ODI No.: 10331339
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: CLEVELAND, TN

NHTSA Summary:

TL- THE CONTACT OWNS A 2009 TOYOTA CAMRY. THE CONTACT REFERENCE A RECALL BUT WAS NOT SURE OF WHICH CAMPAIGN:NHTSA CAMPAIGN ID NUMBER: 09V388000 COMPONENT: VEHICLE SPEED CONTROL:ACCELERATOR PEDAL, NHTSA CAMPAIGN ID NUMBER: 10V017000, COMPONENT: VEHICLE SPEED CONTROL:ACCELERATOR PEDAL. THE CONTACT STATE SHE HAD THE RECALL WORK PERFORMED AND THE VEHICLE WAS STILL ACCELERATING, SHE STATED A CROSS BAR WAS INSTALLED IN THE VEHICLE. THE CONTACT STATED THE FAILURE WAS INTERMITTENTLY. WHILE DRIVING 30 MPH THE CONTACT STATED SHE TOOK HER FEET OFF THE ACCELERATOR AND THE VEHICLE CONTINUE TO ACCELERATE. SHE THEN ENGAGED THE BRAKES AND THE VEHICLE THEN SLOWED DOWN. THE VEHICLE HAS NOT BEEN TAKEN BACK TO THE DEALER FROM THIS FAILURE. THE FAILURE MILEAGE WAS 42,497 AND THE CURRENT MILEAGE WAS 43,778. VWB

Additional Summary:

Date of Incident: 20100506
Toyota ID No.:

NHTSA ODI No.: 10329268
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: HOUSTON, TX

NHTSA Summary:

TL*THE CONTACT OWNS A 2009 TOYOTA CAMRY. THE CONTACT STATED THAT THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALERSHIP FOR RECALL 10V017000 (VEHICLE SPEED CONTROL:ACCELERATOR PEDAL) WHERE THE REPAIR WAS PERFORMED. ABOUT THREE MONTHS LATER, WHILE ANOTHER DRIVER WAS DRIVING AT 4 MPH, THE VEHICLE SUDDENLY ACCELERATED. THE VEHICLE CRASHED INTO A PLATE GLASS WINDOW, THEN CRASHED INTO A WALL INSIDE THE BUILDING AND CONTINUED TO ACCELERATE. THE CONTACT SHIFTED INTO NEUTRAL, THEN INTO DRIVE UNTIL HE WAS ABLE TO TURN OFF THE IGNITION. THERE WERE NO INJURIES BUT A POLICE REPORT WAS FILED. THE VEHICLE WAS TOWED TO AN IMPOUND LOT. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 50,000.

Additional Summary:

Date of Incident: 20100506
Toyota ID No.:
NHTSA ODI No.: 10329556
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: LARGO, FL

NHTSA Summary:

2009 TOYOTA CAMRY. CONSUMER STATES PROBLEMS WITH GAS PEDAL *TGW THE VEHICLE CONTINUED TO ACCELERATE AFTER THE CONSUMER REMOVED HIS FOOT FROM THE ACCELERATOR PEDAL. THE CONSUMER STATED THE ACCELERATOR PEDAL WAS SUPPOSEDLY FIXED ON FEBRUARY 11, 2010. *JB

Additional Summary:

Date of Incident: 20100508
Toyota ID No.:
NHTSA ODI No.: 10330112
Vehicle Make 2007 TOYOTA CAMRY
Location of Incident: LA PLATA, MD

NHTSA Summary:

ON LISTED DATE AT APPROXIMATELY 0940, MY MOTHER IN LAW WAS OPERATING MY 2007 TOYOTA CAMRY IN LA PLATA, MD. AS SHE PULLED LEFT INTO A PARKING SPACE SHE REMOVED HER FOOT FROM THE ACCELERATOR AND PLACED IN ON THE BRAKE AND WENT TO PLACE THE VEHICLE INTO PARK. AT THAT TIME, THE VEHICLE LURCHED AGGRESSIVELY FORWARD, JUMPING SEVERAL FEET INTO THE GRASS AT THAT LOCATION. SHE WAS ABLE TO STOP THE VEHICLE SINCE HER FOOT

WAS ON THE BRAKE, PLACE IN INTO REVERSE AND PARK IT WITHOUT FURTHER INCIDENT. SHE REPORTED IT TO ME IMMEDIATELY. SHE HAD MY TWO YOUNG CHILDREN IN THE VEHICLE AND KNEW THAT I HAD AN UNWANTED ACCELERATION INCIDENT IN JAN. 2008. THAT INCIDENT (ACCELERATOR WAS STUCK TO FLOOR- REPORTED TO NHTSA (REF ODI #10214714), WAS INVESTIGATED BY SCOTT YON OF NHTSA WHO ALSO PERSONALLY INSPECTED THE VEHICLE. THE RECALL REPAIR WAS COMPLETED ON THE VEHICLE IN APRIL 2010. THIS INCIDENT OCCURRED AFTER REPAIRS WERE PERFORMED.

Additional Summary:

Date of Incident: 20100510
Toyota ID No.:
NHTSA ODI No.: 10331035
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: POTOMAC, MD

NHTSA Summary:

RE TOYOTA CAMRY 2009. HAD RECALL WORK DONE ON FEB. 2010 WHERE MAT WAS SECURED. THE CAR ACCELERATED ON MAY 10, 2010, IN PARKING LOT OF RESTAURANT AND WAS STOPPED BY LARGE CURB. BROUGHT CAR TO DEALER AND WAS INFORMED MAT WAS LOOSE. AM CONCERNED ABOUT ANOTHER INCIDENT WITH THIS CAR.

Additional Summary:

Date of Incident: 20100511
Toyota ID No.:
NHTSA ODI No.: 10330064
Vehicle Make 2007 TOYOTA TUNDRA
Location of Incident: NILES, OH

NHTSA Summary:

APPROXIMATELY THREE WEEKS AGO I HAD THE ACCELERATOR RECALL REPAIR WORK COMPLETED ON MY 2007 TOYOTA TUNDRA, AFTER, I NOTICED RANDOMLY WHILE I WAS STOPPED AT A LIGHT, INTERSECTION ETC. I WOULD ACCELERATE THE TRUCK WOULD FEEL AS IF SOME ONE PUSHED THE GAS PEDAL, AND THEN HIT THE BRAKE. IT STARTED OUT VERY MILD. AND I THOUGH IT MAY HAVE JUST BEEN ME CAUSING IT. ON 11 MAY 2010 WHILE TAKING MY 4YR OLD TO DAYCARE IT DID IT AGAIN. BUT THIS TIME IT WAS VERY HARD. THE UNINTENDED ACCELERATION CAUSED MY HEAD, AS WELL AS MY SONS TO GO BACK AND HIT OUR HEAD REST. THE TRUCK ACCELERATED THREE TIMES IN A ROW. IT WAS AS IF WE WERE RIDING A BUMPY ROLLER COASTER RIDE. *TR

Additional Summary:

Date of Incident: 20100514
Toyota ID No.:
NHTSA ODI No.: 10334936
Vehicle Make 2010 TOYOTA COROLLA
Location of Incident: MONTICELLO, NY

NHTSA Summary:

TL*THE CONTACT OWNS A 2010 TOYOTA COROLLA. WHILE APPROACHING A STOP SIGN WITH HIS FOOT ON THE BRAKE, THE CONTACT STATED THAT THE VEHICLE SUDDENLY ACCELERATED AND CRASHED INTO A FENCE. THE CONTACT SUFFERED BACK INJURIES. A POLICE REPORT WAS FILED. THE CONTACT FILED A COMPLAINT WITH THE MANUFACTURER. THE CONTACT STATED THAT THE VEHICLE WAS TAKEN TO THE LOCAL DEALERSHIP MARCH 22, 2010 FOR THE ACCELERATOR PEDAL MODIFICATION. THE VEHICLE WAS TOTALED. THE CURRENT AND FAILURE MILEAGES WERE 2,500 UPDATED 07/27/10*JB

Additional Summary:

Date of Incident: 20100514
Toyota ID No.:
NHTSA ODI No.: 10332395
Vehicle Make 2001 TOYOTA RAV4
Location of Incident: AUSTIN, TX

NHTSA Summary:

TOYOTA RAV4 CAR JERKS UPON ACCELERATING FROM STOP. CAR IS SLUGGISH TO ACCELERATE. COULD CASE WRECK WHEN TURNING LEFT ACROSS A STREET OR HIT FROM BEHIND IF RAV4 DOES NOT ACCELERATE CORRECTLY. FAILURE STARTED TO OCCUR SUDDENLY WITHOUT PRIOR PROBLEMS. DEALERSHIP STATES ECM NEEDS TO BE REPLACED BASED ON TSB FROM TOYOTA (TSB # 000206), TSB STATES "IMPROVEMENTS HAVE BEEN MADE TO THE ENGINE CONTROL MODULE (ECM) (SAE TERM: POWERTRAIN CONTROL MODULE/PCM) MANUFACTURING PROCESS TO REDUCE THE POSSIBILITY OF THIS CONDITION OCCURRING" -- THIS INDICATES THAT IT IS A KNOWN ISSUE, THAT IS OCCURRING DUE TO A POOR MANUFACTURING PROCESS. THERE ARE SEVERAL WEBSITES WHERE OTHER 2001-2003 RAV4 OWNERS ARE COMPLAINING ABOUT THE SAME ISSUE.

Additional Summary:

Date of Incident: 20100514
Toyota ID No.:
NHTSA ODI No.: 10340896
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: GALLOWAY, OH

NHTSA Summary:

DRIVING DOWN HIGHWAY WHEN CAR ACCELERATED ON ITS OWN. HAD THE PEDAL MODIFIED BY DEALERSHIP ALREADY.

Additional Summary:

Date of Incident: 20100516
Toyota ID No.:
NHTSA ODI No.: 10332064
Vehicle Make 2008 TOYOTA AVALON
Location of Incident: LAKE JACKSON, TX

NHTSA Summary:

I HAVE A 2007 TOYOTA AVALON. THIS IS IN REFERENCE TO A PREVIOUS COMPLAINT "10308589". IT HAPPENED AGAIN. ON SUNDAY, MAY 16TH, 2010 I "FLOORED" THE ACCELERATOR AFTER TURNING INTO TRAFFIC BECAUSE THE CAR ON THE ROAD WAS GOING MUCH FASTER THAN I EXPECTED. THE ACCELERATOR GOT STUCK SO I PUT IT IN NEUTRAL, HEARD AND SAW HIGH RPM ON THE TACK AND TURNED THE MOTOR OFF WITH THE KEY. I WRESTLED THE CAR INTO THE NEXT TURN-OFF (NO POWER STEERING). I LOOKED DOWN AND MY GAS PEDAL WAS STUCK ALL THE WAY DOWN BY THE FLOORMAT. THIS IS A FLOORMAT THAT I PUT IN FROM WALMART. IT IS MADE OF HEAVY RUBBER TO PROTECT MY NICE FLOORMATS. IT IS NOT LATCHED INTO THE FLOOR LIKE MY NICE FLOORMAT UNDERNEATH. THIS WAS MY FAULT, NOT TOYOTA. THAT FLOORMAT IS NOW IN THE TRUNK OF MY CAR. THIS IS THE THIRD TIME UNCONTROLLED ACCELERATION HAS HAPPENED IN THIS CAR. IT WAS IN FOR RECALL REPAIR AFTER THE SECOND INCIDENT. DRIVER BEWARE! THIS TOOL IS REQUIRING ME TO SELECT A MODEL NUMBER ON EQUIPMENT WHICH DOES NOT MAKE SENSE SO I JUST SELECTED ONE AT RANDOM - THAT IS A FLAW IN THE REPORTING PROCESS.

Additional Summary:

Date of Incident: 20100518
Toyota ID No.:
NHTSA ODI No.: 10342998
Vehicle Make 2010 TOYOTA CAMRY
Location of Incident: WACO, TX

NHTSA Summary:

TL* THE CONTACT OWNS A 2010 TOYOTA CAMRY. THE CONTACT STATED WHILE TRYING TO PARK, THE VEHICLE ABNORMALLY ACCELERATED. THE CONTACT WAS ABLE TO REGAIN CONTROL OF THE VEHICLE BY DEPRESSING THE BRAKE. THE CONTACT STATED THE DEALER REPAIRED THE VEHICLE UNDER NHTSA RECALL CAMPAIGN ID NUMBER: 10V017000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL) YET THE FAILURE RECURRED SEVERAL TIMES. THE VEHICLE WAS NOT FURTHER REPAIRED.

THE FAILURE MILEAGE WAS APPROXIMATELY 500 AND THE CURRENT MILEAGE WAS APPROXIMATELY 1,900.

Additional Summary:

Date of Incident: 20100518
Toyota ID No.:
NHTSA ODI No.: 10330952
Vehicle Make 2009 TOYOTA COROLLA
Location of Incident: ST. PETER, IL

NHTSA Summary:

TL-THE CONTACT OWNS A 2009 TOYOTA COROLLA. THE CONTACT STATED THAT HE HAS PREVIOUSLY HAD HIS VEHICLE SERVICED FOR AN UNKNOWN ACCELERATOR PEDAL RECALL. WHILE DRIVING AT 3 MPH THE BRAKES WERE APPLIED AND THE VEHICLE SURGED FORWARD UNTIL MORE PRESSURE WAS APPLIED TO THE BRAKES AND THE VEHICLE WAS SHIFTED INTO NEUTRAL. THE VEHICLE WAS NEVER SHUT OFF AND WAS DRIVEN DIRECTLY TO AN AUTHORIZED DEALER TO BE EXAMINED. THE FAILURE AND CURRENT MILEAGES WERE 57,000. SM.

Additional Summary:

Date of Incident: 20100522
Toyota ID No.:
NHTSA ODI No.: 10331819
Vehicle Make 2009 TOYOTA MATRIX
Location of Incident: DOVER, DE

NHTSA Summary:

MY HUSBAND AND I WERE ON INTERSTATE 495 OF THE WASHINGTON BELTWAY SITTING IN A 3 MILE BACKUP WHERE 5 LANES WERE MERGING INTO ONE. MY FOOT WAS FIRMLY ON THE BRAKE LEAVING PLENTY OF ROOM FROM THE CAR IN FRONT OF ME. ALL OF A SUDDEN I REALIZED THAT THE CAR WAS INCHING FORWARD AND THE BRAKE WOULD NOT STOP THE ACCELERATION. MY HUSBAND REALIZED WHAT WAS HAPPENING AND LOOKED DOWN AND KNEW THAT MY FOOT WAS FIRMLY ON THE BRAKE. ALL OF A SUDDEN, IT JUST STOPPED AS FAST AS IT STARTED. WE CAME WITHIN INCHES OF HITTING THE CAR IN FRONT OF US. AS I SAT IN THAT MESS OF A TRAFFIC JAM AND SAW THE AMOUNT OF CELL PHONES BEING USED, IT HIT ME. DID ALL THESE PHONES START THAT CAR TO MOVE? THIS MATRIX 2009 ONLY HAS 22,700 MILES ON IT BUT I WILL BE TAKING IT TO THE TOYOTA DEALERSHIP AND TOYOTA WILL BE RECEIVING A LETTER FROM ME WITH THE DETAILS. THE RECALL WORK ON THE ACCELERATOR WAS DONE 2 MONTHS AGO. I HAVE ALSO MADE A COMPLAINT TO THE DEALERSHIP THAT THE CAR SEEMS TO DO SOMETHING BETWEEN 20 AND 40 MILES PER HOUR WHEN YOU ARE DECELERATING. I CAN'T TELL EXACTLY WHAT IT IS DOING BECAUSE IT

SEEMS TO JERK. THE DEALERSHIP PUT IT ON THE COMPUTER AND SAID NOTHING WAS WRONG. IT MAY BE UNRELATED TO THE OTHER PROBLEM BUT IT IS ONE MORE THING THAT I HAVE NOTICED ABOUT THIS CAR. AS A NOTE, MY HUSBAND AND I HAVE HAD TOYOTAS FOREVER AND CURRENTLY HAVE A 2004 COROLLA AND TRADED IN THE 2006 CORALLA FOR THIS MATRIX. WE HAVE NEVER HAD ANY TROUBLE WHATSOEVER WITH OUR TOYOTAS UNTIL NOW.

Additional Summary:

Date of Incident: 20100523
Toyota ID No.:
NHTSA ODI No.: 10332230
Vehicle Make 2008 TOYOTA TUNDRA
Location of Incident: MABSCOTT, WV

NHTSA Summary:

APPROXIMATELY TWO WEEKS AGO I WAS PULLING OUT OF THE BALL PARK HERE IN BECKLEY WEST VIRGINIA WHEN I BEGAN TO ACCELERATE MY 2008 TOYOTA TUNDRA. THE VEHICLE BEGAN ACCELERATING HIGHER AND HIGHER ON ITS OWN SENDING ME AND MY DAUGHTER ON A 70 MPH RIDE. THE ONLY WAY I COULD STOP WAS TO PUT BOTH FEET ON THE BRAKE AND PUT VEHICLE INTO NEUTRAL, EVENTUALLY THE PEDAL BECAME UNSTUCK AND I DROVE THE VEHICLE TO MY PLACE OF WORK LESS THAN A MILE AWAY AND PARKED IT. I CALLED TOYOTA AND THEY TOWED THE VEHICLE IN. THIS INCIDENT OCCURED AFTER THE SAFETY RECALL. TOYOTA AT THIS TIME CUT THE GAS PEDAL IN TWO AND ADDED CHEAPER FLOOR MATS. THEY SAID THIS WAS THE PROBLEM. TODAY I WAS TAKING MY CHILDREN TO SCHOOL AND WAS GOING UP A HILL. I DEPRESSED THE GAS PEDAL AND HAD NO ACCELERATION. I GENTLY ROLLED BACK DOWN THE HILL AND GOT THE VEHICLE ON THE LEVEL AND THEN TOOK ANOTHER ROUTE. I FEEL THIS VEHICLE IS NOT SAFE. ITS NOT THE FLOOR MATS OR THE SIZE OF THE PEDAL IT IS IN THE WIRING, COMPUTER, OR SOMETHING. BOTH INCIDENTS WERE FORTUNATE THAT NO VEHICLE WAS IN FRONT OF ME OR BEHIND ME. I CALLED TOYOTA TODAY ABOUT THIS SECOND INCIDENT AND ALL THEY COULD TELL ME WAS TO CALL THE 1 800 NUMBER. I EXPLAINED I DIDNT FEEL SAFE IN THIS VEHICLE, KNOWING THAT IM PUTTING MYSELF AND OTHERS ON THE HIGHWAY IN HARMS WAY. THIS IS MY MODE OF TRANSPORTATION SO UNFORTUNATELY I CANT JUST STOP DRIVING IT.

Additional Summary:

Date of Incident: 20100524
Toyota ID No.:
NHTSA ODI No.: 10331968
Vehicle Make 2009 TOYOTA RAV4

Location of Incident: SEATTLE, WA

NHTSA Summary:

TL- THE CONTACT OWNS 2009 TOYOTA RAV 4. THE CONTACT STATED THAT WHILE DRIVING 20MPH AND UPON APPLYING THE BRAKES FOR A STOP SIGN AHEAD,THE VEHICLE KEPT ON ACCELERATING AND THERE WAS A JUMP IN RPM'S. THE VEHICLE WAS PUT INTO THE PARK POSITION, WHERE THE VEHICLE CONTINUED TO TRY TO ACCELERATE. THE OWNER PUSHED THE OFF BUTTON TO TURN THE VEHICLE OFF. WHEN HE RESTARTED THE VEHICLE IT BEGAN TO FUNCTION NORMALLY. THE OWNER STATED THAT HE HAS ALREADY HAD THE RECALL REMEDY FOR NHTSA CAMPAIGN ID NUMBER: 10V017000. THE VEHICLE HAS NOT BEEN REPAIRED. THE FAILURE AND CURRENT MILEAGE IS APPROXIMATELY 8600. RD

Additional Summary:

Date of Incident: 20100525

Toyota ID No.:

NHTSA ODI No.: 10332697

Vehicle Make 2007 TOYOTA CAMRY

Location of Incident: ALBANY, OR

NHTSA Summary:

TL-THE CONTACT OWNED A 2007 TOYOTA CAMRY. WHILE PULLING INTO A PARK SPACE DRIVING 5 MPH THE VEHICLE JERKED AND ACCELERATED OVER A CEMENT BLOCK AND OVER THE CURVE. SHE STATED SHE CRASHED INTO A CEMENT WALL. SHE GOT OUT OF THE VEHICLE TO CHECK IT THEN GOT BACK INTO THE VEHICLE A DROVE 2 MILES TO HER FIENDS HOME. SHE STATED NO POLICE REPORT WAS FILED BUT SHE FILED A ACCIDENT REPORT WITH THE DEPARTMENT OF MOTOR VEHICLES. THE CONTACT STATED SHE HAD MINOR INJURIES. THE VEHICLE WAS CHECKED BY A INSURANCE ADJUSTER AND SHE WAS TOLD THE VEHICLE WAS DESTROYED. SHE REFERENCE RECALL NHTSA CAMPAIGN ID NUMBER: 09V388000 VEHICLE SPEED CONTROL:ACCELERATOR PEDAL, NHTSA CAMPAIGN ID NUMBER: 07E082000 COMPONENT: EQUIPMENT. SHE STATED THAT SHE HAD THE RECALL WORK PERFORMED BEFORE THE FAILURE. THE FAILURE AND CURRENT MILEAGE WAS 38300. VWB

Additional Summary:

Date of Incident: 20100601

Toyota ID No.:

NHTSA ODI No.: 10340501

Vehicle Make 2008 TOYOTA TUNDRA

Location of Incident: CASTALIAN SPRINGS, TN

NHTSA Summary:

TL* THE CONTACT OWNS A 2008 TOYOTA TUNDRA. HE STATED HE RECEIVED NOTIFICATION OF NHTSA CAMPAIGN ID NUMBER: 09V388000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL) AND RECEIVED REPAIRS UNDER THE CAMPAIGN. THE DEALER MODIFIED THE ACCELERATOR PEDAL AND SHORTENED THE LENGTH TO PREVENT POSSIBLE PEDAL ENTRAPMENT BY THE FLOOR MAT. THE CONTACT WAS NOT SATISFIED WITH THE LENGTH OF THE PEDAL AND STATED HIS FOOT WOULD FALL UNDERNEATH THE PEDAL SEVERAL TIMES WHILE DRIVING. IN ADDITION, HIS SHOE STRINGS WOULD ALSO BECOME CAUGHT ON THE ACCELERATOR PEDAL, CAUSING UNWANTED ACCELERATION. THE DEALER ADVISED THE RECALL WAS A ONE-TIME REPAIR AND WOULD NOT PROVIDE ANY FURTHER ASSISTANCE. THE FAILURE AND CURRENT MILEAGES WERE 40,000.

Additional Summary:

Date of Incident: 20100602
Toyota ID No.:
NHTSA ODI No.: 10340128
Vehicle Make 2006 TOYOTA AVALON
Location of Incident: MARGATE, FL

NHTSA Summary:

2006 TOYOTA AVALON. CONSUMER STATES UNINTENDED ACCELERATION *TGW THE CONSUMER STATED THE VEHICLE SUDDENLY ACCELERATED OUT OF CONTROL. THE CONSUMER STATED IT HAPPENED AFTER THE RECALL WAS PERFORMED. *JB

Additional Summary:

Date of Incident: 20100605
Toyota ID No.:
NHTSA ODI No.: 10342709
Vehicle Make 2008 TOYOTA AVALON
Location of Incident: COLORADO SPRING, CO

NHTSA Summary:

TL*THE CONTACT OWNS A 2008 TOYOTA AVALON. WHILE DRIVING APPROXIMATELY 15 TO 20 MPH, THE CONTACT DEPRESSED THE BRAKES WHILE DRIVING OVER A SPEED BUMP AND THE VEHICLE ACCELERATED OVER A CURB AND ONTO SOMEONES PROPERTY. THE VEHICLE CRASHED INTO A FENCE AND SOME SMALL TREES. THE CONTACT PLACED THE VEHICLE IN PARK AND SHUT THE ENGINE OFF. THE CONTACT WAS NOT INJURED. A POLICE REPORT WAS FILED. THE CONTACT WAS ABLE TO DRIVE THE VEHICLE TO HER RESIDENCE ALTHOUGH THE FRONT PASSENGER TIRE WAS FLAT. THE VEHICLE WAS REPAIRED FOUR MONTHS PRIOR TO THE FAILURE UNDER NHTSA CAMPAIGN ID NUMBER: 10V017000

(VEHICLE SPEED CONTROL: ACCELERATOR). THE VEHICLE WAS NOT FURTHER REPAIRED. THE FAILURE AND CURRENT MILEAGES WERE 44,767.

Additional Summary:

Date of Incident: 20100607
Toyota ID No.:
NHTSA ODI No.: 10335201
Vehicle Make 2009 TOYOTA MATRIX
Location of Incident: YOUNGSTOWN, OH

NHTSA Summary:

TL* THE CONTACT OWNS A 2009 TOYOTA MATRIX. THE CONTACT STATED WHILE BRAKING AND SLOWING THE VEHICLE TO 5 MPH FOR A TRAFFIC STOP, THE VEHICLE ABNORMALLY ACCELERATED AND CRASHED INTO THE REAR OF A TRUCK. THE AIR BAGS DID NOT DEPLOY UPON IMPACT AND THE CONTACT SUSTAINED MINOR UNKNOWN INJURIES. A POLICE REPORT WAS FILED. THE VEHICLE WAS TOWED TO A LOCAL REPAIR FACILITY. THE CONTACT STATED THE VEHICLE WAS PREVIOUSLY REPAIRED UNDER NHTSA RECALL CAMPAIGN ID NUMBER: (10V023000) FOR POSSIBLE UNINTENDED ACCELERATION FAILURES IN FEBRUARY 2010. THE CONTACT HAD COMPLAINED ABOUT INCIDENTS OF SUDDEN ABNORMAL ACCELERATION FOLLOWING REPAIRS AND THE VEHICLE WAS TAKEN BACK TO THE DEALER. THE DEALER WAS UNABLE TO DUPLICATE THE FAILURE. THE MANUFACTURER STATED THERE WERE NO FAILURE IF THE DEALER WAS UNABLE TO DUPLICATE THE FAILURE AND WOULD NOT PROVIDE ANY ASSISTANCE. THE FAILURE AND CURRENT MILEAGES WERE 27,000. 2009 TOYOTA MATRIX. THE CONSUMER WAS INVOLVED IN AN ACCIDENT DUE TO VEHICLE SPEED CONTROL. THE CONSUMER STATED HE COMPLAINED IN THE SUMMER OF 2009, THE VEHICLE WAS NOT STOPPING PROPERLY, AND HE FELT AS THOUGH THE VEHICLE WAS ACCELERATING DURING CERTAIN MANEUVERS. BUT, THE DEALER CLAIMED THEY HAD HEARD OF NO SUCH PROBLEM. THE CONSUMER THEN LEARNED OF A RECALL IN FEBRUARY 2010 AND WENT TO THE DEALER FOR THE REPAIR. HOWEVER, THE CONSUMER STATED AFTER THE RECALL WAS DONE, HE STILL EXPERIENCED PROBLEMS WITH THE VEHICLE ACCELERATING.

UPDATED EVOQ 07/08/10 *JB

Additional Summary:

Date of Incident: 20100613
Toyota ID No.:
NHTSA ODI No.: 10336449
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: WINONNA, MN

NHTSA Summary:

TL*THE CONTACT OWNS A 2009 TOYOTA CAMRY. THE CONTACT STATED THAT WHILE DRIVING AT APPROXIMATELY 75 MPH WITH THE CRUISE CONTROL ACTIVATED, HE TAPPED THE BRAKE PEDAL AND THE VEHICLE SUDDENLY ACCELERATED. THE CONTACT SHIFTED INTO NEUTRAL AND USED THE CRUISE CONTROL TO DECELERATE AND SET THE EMERGENCY BRAKE. WHEN HE TAPPED THE BRAKE PEDAL, THE RPMS INCREASED TO OVER 5,000. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALERSHIP WHERE THE CONTACT WAS TOLD THEY WOULD HAVE AN INVESTIGATOR INSPECT THE VEHICLE. THE VEHICLE HAD PREVIOUSLY BEEN REPAIRED FOR RECALLS 09V388000 AND 10V017000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL). THE FAILURE MILEAGE WAS APPROXIMATELY 17,000.

Additional Summary:

Date of Incident: 20100616
Toyota ID No.:
NHTSA ODI No.: 10344918
Vehicle Make 2007 TOYOTA AVALON
Location of Incident: BELTON, TX

NHTSA Summary:

TL*THE CONTACT OWNS A 2007 TOYOTA AVALON. THE VEHICLE WAS PREVIOUSLY REPAIRED FOR THE VEHICLE SPEED CONTROL ACCELERATOR PEDAL RECALL. WHILE DRIVING APPROXIMATELY 40 MPH THE VEHICLE LUNGED FORWARD. THE BRAKES WERE APPLIED BUT THE BRAKE PEDAL BECAME VERY STIFF AND FAILED TO STOP UNTIL IT CRASHED INTO ANOTHER VEHICLE. A POLICE REPORT WAS FILED. THE DRIVER WAS NOT INJURED. THE VEHICLE WAS DESTROYED AND TOWED TO A JUNK LOT. THE VEHICLE WAS NOT EXAMINED TO DETERMINE THE CAUSE OF FAILURE. THE FAILURE AND CURRENT MILEAGES WERE 38,000. THE VIN WAS UNAVAILABLE.

Additional Summary:

Date of Incident: 20100616
Toyota ID No.:
NHTSA ODI No.: 10339062
Vehicle Make 2010 TOYOTA AVALON
Location of Incident: LEESBURG, FL

NHTSA Summary:

TL* THE CONTACT OWNS A 2010 TOYOTA AVALON. THE CONTACT STATED HE WAS DRIVING WITH THE CRUISE CONTROL SET TO APPROXIMATE SPEEDS OF 74 MPH. HE ENGAGED THE BRAKES AND THE WHEN ATTEMPTING TO RESET THE CRUISE CONTROL, THE VEHICLE ABNORMALLY ACCELERATED TO SPEEDS OF 95 MPH. HE WAS ABLE TO DEACTIVATE THE CRUISE CONTROL AND APPLIED THE BRAKES TO STOP

THE ACCELERATION. THE MANUFACTURER ADVISED THE CONTACT TO HAVE THE DEALER INSPECT THE VEHICLE FOR THE FAILURE. THE CONTACT STATED BEFORE THE FAILURE, THE VEHICLE WAS REPAIRED UNDER NHTSA CAMPAIGN ID NUMBER: 09V388000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL). THE FAILURE MILEAGE WAS APPROXIMATELY 1,800 AND THE CURRENT MILEAGE WAS APPROXIMATELY 6,000.

Additional Summary:

Date of Incident: 20100617
Toyota ID No.:
NHTSA ODI No.: 10367142
Vehicle Make 2010 TOYOTA CAMRY
Location of Incident: RINCON, GA

NHTSA Summary:

TL*THE CONTACT OWNS A 2010 TOYOTA CAMRY. THE CONTACT STATED THAT THE RECALL REPAIRS FOR RECALLS 09V388000 & 10V017000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL) WERE PERFORMED MID-JUNE 2010. THE VEHICLE SUDDENLY ACCELERATED FORWARD AFTER THE CONTACT SHIFTED INTO DRIVE. THE CONTACT TURNED OFF THE IGNITION TO STOP THE ACCELERATION. THE VEHICLE WAS TOWED TO AN AUTHORIZED DEALER BUT THE DEALER COULD NOT GUARANTEE THAT THE PROBLEM WOULD NOT OCCUR AGAIN SO THE CONTACT REFUSED TO TAKE IT BACK. THE VEHICLE WAS RETURNED TO THE DEALER. THE CURRENT MILEAGE AND FAILURE MILEAGES WERE APPROXIMATELY 2,956.

Additional Summary:

Date of Incident: 20100621
Toyota ID No.:
NHTSA ODI No.: 10339524
Vehicle Make 2009 TOYOTA COROLLA
Location of Incident: SALINAS, PR

NHTSA Summary:

TL* THE CONTACT OWNS A 2009 TOYOTA COROLLA. THE VEHICLE WAS TAKEN TO THE DEALER FOR REPAIRS UNDER NHTSA RECALL CAMPAIGN ID NUMBER: 10V023000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL) IN MARCH 2010. ON JUNE 21ST WHILE DRIVING AT 45 MPH, THE VEHICLE BEGAN TO VIBRATE ABNORMALLY AND ACCELERATED UP TO 55 MPH. THE CONTACT SHIFTED INTO NEUTRAL AND APPLIED THE EMERGENCY BRAKE UNTIL THE VEHICLE CAME TO A COMPLETE STOP. THE VEHICLE CONTINUED TO EXCESSIVELY VIBRATE WHILE STOPPED. THE DEALER PERFORMED A DIAGNOSTIC AND FOUND THERE WAS A COMPUTER MALFUNCTION. THE VEHICLE WAS LEFT WITH THE DEALER WHERE THE

CONTACT WAS AWAITING FURTHER DIAGNOSTIC TESTING OF THE VEHICLE. THE VEHICLE WAS NOT YET REPAIRED. THE FAILURE AND CURRENT MILEAGES WERE 24,800.

Additional Summary:

Date of Incident: 20100622
Toyota ID No.:
NHTSA ODI No.: 10343426
Vehicle Make 2009 TOYOTA COROLLA
Location of Incident: HARO REY, PR

NHTSA Summary:

MY VEHICLE, A TOYOTA COROLLA 2009 HAD WORKED WITHOUT PROBLEMS UP UNTIL JUNE 22, 2010. TWO RECALL BULLETINS REQUIRED WORK TO BE PERFORMED BY TOYOTA TO PREVENT POTENTIAL SUDDEN UNINTENDED ACCELERATION (SUA). THE FIRST ONE WAS DONE FEBRUARY 22, 2010 (FP 78112-07050) AND THE SECOND ON JUNE 22, 2010 (FP 87268-12040) AT AUTOCENTRO TOYOTA IN SAN JUAN, PUERTO RICO. IMMEDIATELY AFTER THE SECOND REPAIR I PROCEEDED TO PICK UP MY TWO GRANDCHILDREN. WITH MY GRANDCHILDREN IN THE VEHICLE AND ONLY 42 MINUTES AFTER THE SECOND ALLEGED REPAIR THE VEHICLE COMMENCED ACCELERATING ON ITS OWN. WITHIN THE .8 MILES THE VEHICLE TRAVELED (CONFIRMED BY MY OLDER SON WITH HIS VEHICLE'S ODOMETER) I ATTEMPTED REPEATEDLY TO STOP THE VEHICLE TO NO AVAIL. STEPPING ON THE BRAKES WITH ALL THE FORCE I COULD MUSTER DID NOT STOP THE VEHICLE. I DROVE INTO A MEDIAN ATTEMPTING TO STOP THE VEHICLE WITH NO RESULTS. FINALLY THE VEHICLE CAME TO A TOP WHEN I REAR ENDED A VEHICLE IN FRONT OF ME. THAT VEHICLE IN TURN COLLIDED WITH ANOTHER VEHICLE RESULTING IN A FIVE TOTAL VEHICLE COLLISION. THE DRIVER OF THE VEHICLE I IMPACTED SUFFERED SOME INJURIES AND WAS TAKEN TO THE HOSPITAL.

Additional Summary:

Took vehicle at 7:30 in the morning for repairs. Just left dealership. Brother's children in the back seat (12 year old?). Drives 42 miles. Vehicle accelerates – through traffic signals, across median, strikes another vehicle and the vehicle she struck caused four other vehicles to collide. Mother cited for accident.

Hans' mother's name is Lux M Betancourt Burgos.

Date of Incident: 20100624
Toyota ID No.:
NHTSA ODI No.: 10342196
Vehicle Make 2008 LEXUS ES350
Location of Incident: OCEANSIDE, CA
NHTSA Summary:

I OWN A 2008 LEXUS ES-350 - IT HAD A RECALL FOR ACCELATION PROBLEMS WHICH THEY ADJUSTED THE GAS PEDAL. ABOUT 3 WEEKS AGO I PULLED UP TO THE OFFICE AT MY APT COMPLEX, HAD MY FOOT ON THE BRAKE AND CAR CONTINUED TO GO FORWARD, WENT OVER THE CURB AND KNOCKED DOWN THE LEASING SIGN. I PUT THE CAR IN REVERSE STILL WITH MY FOOT ON THE BRAKE AND CAR CONTINUED TO GO BACKWARDS, THEN PUT CAR IN NUTURAL AND FINALLY CAR STOPPED. LEXUS CUSTOMER SERVICE AND MY INSURANCE COMPANY EXAMANED THE CAR AND SAID THERE WAS NOTHING WRONG WITH THE CAR. IF THAT IS TRUE WHY DID THE CAR CONTINUE TO GO FORWARD WITH MY FOOT ON THE BRAKE.

Additional Summary:

Date of Incident: 20100625
Toyota ID No.:
NHTSA ODI No.: 10343908
Vehicle Make 2010 TOYOTA HIGHLANDER
Location of Incident: HENDERSONVILLE, NC

NHTSA Summary:

I HAVE A 2010 TOYOTA HIGHLANDER 4 CYLINDER THAT HAS AN ENGINE WHICH IS ACCELERATING AND SURGING DESPITE THAT IT HAS RECEIVED THE RECALL "FIX" FOR THE RECENT GAS PEDAL RECALL. EVEN AFTER THE RECALL MODIFICATION TO THE GAS PEDAL, THE ENGINE'S TACHOMETER JUMPS (OFTEN UP TO 5000 RPM) WHILE TRAVELING AT A STEADY SPEED OR NOT ACCELERATING. THE PROBLEM OCCURS EVERY TIME IT IS DRIVEN AND IS EASILY DUPLICATED. MY LOCAL DEALER SERVICE HAD THE CAR FOR OVER 3 WEEKS AND WAS WORKING CLOSELY WITH TOYOTA CORP TECHNICIANS. THEY WERE ABLE TO REPRODUCE AND OBSERVE THE PROBLEM AND ACKNOWLEDGED IT. BUT THE VEHICLE WAS NOT PRODUCING ANY DIAGNOSTIC "ERROR CODES" AND THEY WERE UNABLE TO DIAGNOSE OR REPAIR THIS VEHICLE. IN A STRANGE TWIST THEY RETURNED THE VEHICLE TO ME AND "CHANGED THEIR TUNE". THE DEALER THEN SAID TOYOTA TECH'S STATED IT WAS A NORMAL GEAR CHANGE FUNCTION AND THAT THERE WAS NOTHING THEY COULD DO ABOUT THE SURGING. THE PROBLEM HAS GOTTEN PROGRESSIVELY WORSE AND I AM ABOUT TO TAKE IT BACK TO THE DEALER AND GO ANOTHER ROUND. PROBLEM OCCURS AT BOTH HIGH AND LOW SPEEDS, WITH AND WITHOUT USE OF CRUISE CONTROL. THE VEHICLE IS LESS THAN 1 YEAR OLD AND THE ENGINE BEHAVIOR IS QUITE SCARY. I DO NOT WANT TO HAVE MY WIFE AND CHILDREN GET INTO AN ACCIDENT. PLEASE GET INVOLVED. IN MY OPINION, THIS PROBLEM SEEMS TO BE RELATED TO THE VEHICLES ELECTRONIC ENGINE CONTROLS. A.S.I.

Additional Summary:

Date of Incident: 20100701
Toyota ID No.:
NHTSA ODI No.: 10341015
Vehicle Make 2010 TOYOTA CAMRY
Location of Incident: INGLESIDE, IL

NHTSA Summary:

TL*THE CONTACT OWNS A 2010 TOYOTA CAMRY. THE CONTACT STATED THAT WHILE DRIVING APPROXIMATELY 5 MPH THE VEHICLE ACCELERATED AND CRASHED INTO THE SIDE OF A HOUSE. THE FRONT END OF THE VEHICLE WAS SEVERELY DAMAGED. AN INSURANCE ADJUSTER WAS GOING TO INSPECT THE VEHICLE WITHIN ONE BUSINESS DAY. NO INJURIES WERE REPORTED. THE POLICE DID NOT RESPOND. THE DEALER WAS CONTACTED. THE RECALL REMEDY FOR NHTSA CAMPAIGN ID NUMBER: 10V017000, ACCELERATOR PEDAL REPAIR WAS PERFORMED PRIOR TO THE FAILURE. THE VIN WAS UNKNOWN. THE FAILURE MILEAGE WAS APPROXIMATELY 3,333.

Additional Summary:

Date of Incident: 20100701
Toyota ID No.:
NHTSA ODI No.: 10359773
Vehicle Make 2008 TOYOTA PRIUS
Location of Incident: WAKEFIELD, RI

NHTSA Summary:

2008 TOYOTA PRIUS. CONSUMER STATES UNINTENDED ACCELERATION *TGW THE CONSUMER STATED AS SHE WAS COMING TO A COMPLETE STOP WITH HER FOOT ON THE BRAKE, THE VEHICLE SUDDENLY ACCELERATED. WITHIN ABOUT 1/10TH OF A SECOND, IT WAS MOVING AT A VERY HIGH RATE OF SPEED. THE VEHICLE DID NOT INCREASE SPEED GRADUALLY, BUT WAS ALMOST INSTANTLY MOVING VERY FAST. THE CONSUMER STATED SHE COULD HEAR THE ENGINE REVING QUITE LOUDLY. THE VEHICLE CROSSED A GRASSY AREA ABOUT 20 FEET WIDE AND THEN HIT A POST WHICH WAS ABOUT 6 INCHES IN DIAMETER. IT DEMOLISHED THE POST AND THEN PLOWED THROUGH SOME SMALL TREES AND LARGE SHRUBBERY. THE VEHICLE FINALLY CAME TO REST ABOUT 10 INCHES FROM THE CORNER OF A HOUSE. THE CONSUMER STATED PRIOR TO THE ACCIDENT, SHE RECEIVED A RECALL LETTER IN THE MAIL, AND COMPLIED WITH THE RECALL. HOWEVER, SINCE THE RECALL WAS PERFORMED, SHE NOTICED THAT WHEN THE CRUISE CONTROL WAS ACTIVATED AND GOING UP A RISE IN THE ROAD, THE ENGINE WOULD START TO AUDIBLY REV AND THE VEHICLE WOULD GAIN 2, 3,4 MPH OVER WHAT WAS SET FOR THE CRUISE CONTROL SPEED. IT ALSO GAINED A FEW MILES WHEN ON A DOWNWARD SLOPE. AS SOON AS THE ROAD LEVELED OUT, IT WOULD GO BACK TO WHAT THE CRUISE CONTROL SETTING WAS. THE CONSUMER TOOK THE VEHICLE BACK TO

THE DEALER, BUT THEY DISMISSED IT AS NOT IMPORTANT AND SAID IT WAS A NORMAL OCCURRENCE AND IT HAD NOTHING TO DO WITH THE RECALL WORK THEY PERFORMED. *JB

Additional Summary:

Date of Incident: 20100705

Toyota ID No.:

NHTSA ODI No.:

Vehicle Make 2008 TOYOTA AVALON

Location of Incident: COLORADO SPRINGS, CO

NHTSA Summary:

Additional Summary:

ColoradoConnection.com news story "Recalled Toyota goes out of control"

"A Colorado springs woman's Toyota Avalon goes out of control even though she's already had the recall work done. Toyota began recalling millions of its vehicles earlier this year after problems with sudden unexpected acceleration.

Mary Johnson had the recall work done on her Avalon back in February.

But she says her car suddenly accelerated and went out of control on Monday. Johnson says her car flew over a curb and up an embankment before stopping in a large bush. Now she says she'll never drive a Toyota again.

The '08 Toyota Avalon went out of control less than a block from Mary Johnson's house. "Going about 15-20 miles an hour and the next thing I know I was up in the bushes just like lightning speed nothing I could do and you don't think of nothing cause its just so fast," Johnson said.

People who live in the area say they could hear the engine racing just before the crash.

Mary says even after the car stopped the engine continued at full throttle. "The fence and the bushes stopped me and the car was still trying to go and I finally turned it off," Johnson said.

Mary was not injured and the damage to her car appears to be minor. But she say it could have been much worse. "If it had gone the other side of the street it would have killed kids that were playing," Johnson said.

Mary showed us the paperwork from when she had the recall work done by the dealer in February. Her's was one of millions of cars recalled after problems with sudden acceleration.

"The guy told me when they fixed the recall I said will this car be safe to drive and he said yes," Johnson said. Police didn't give Mary a ticket for the crash.

And when we checked a police report hadn't been filed yet. "I am not going to drive that car again I am not because they told me last time its safe to drive," Johnson said.

And she has this warning for other people who have had the recall work done on their Toyota. "I would say it might be safe and then again it might not happen and then it might happen," Johnson said. We called Toyota's U.S. headquarters in California. They say the repairs they have made to the recalled cars have worked.

And when we told them what happened with Mary's car they said they would send their "SMART" team to examine the car.

Date of Incident: 20100707
Toyota ID No.:
NHTSA ODI No.: 10341972
Vehicle Make 2007 TOYOTA CAMRY
Location of Incident: MIAMI, FL

NHTSA Summary:

TL*THE CONTACT OWNS A 2007 TOYOTA CAMRY LE. SHE REFERENCED NHTSA RECALL CAMPAIGN ID NUMBER: 09V388000, VEHICLE SPEED CONTROL:ACCELERATOR PEDAL. SHE STATED THAT THE RECALL WORK WAS PERFORMED EARLIER THIS YEARS; HOWEVER, THE VEHICLE HAD ACCELERATED TWICE SINCE THE RECALL WORK WAS DONE. SHE CALLED THE DEALER AFTER SHE EXPERIENCED THE FIRST FAILURE AND THEY ADVISED HER THAT THE RECALL WORK HAD ALREADY BEEN PERFORMED. WHILE DRIVING APPROXIMATELY 45 MPH , THE VEHICLE ACCELERATED. SHE ENGAGED THE BRAKES AND THE VEHICLE SLOWED DOWN. THE VEHICLE WAS NOT REPAIRED. THE CONTACT WAS NOT THE ORIGINAL OWNER. THE APPROXIMATE FAILURE MILEAGE WAS 30,000 AND THE CURRENT MILEAGE WAS 54,225.

Additional Summary:

Date of Incident: 20100707
Toyota ID No.:
NHTSA ODI No.: 10345083/10347750
Vehicle Make 2004 TOYOTA PRIUS
Location of Incident: MESA, AZ

NHTSA Summary:

ODI 10345083

1) EVENTS LEADING TO FAILURE: POST-"90L CAMPAIGN" RECALL MAINTENANCE PERFORMED ON 2004 TOYOTA PRIUS, VEHICLE DRIVING AT ~15 MPH ON A FLAT CLEAR ROAD. 2) THE FAILURE: UNINTENDED ACCELERATION OBSERVED. ACCELERATED, WITHOUT ACCELERATOR DEPRESSED, TO ~27 MPH. BRAKES SUCCESSFULLY APPLIED. RELEASE OF

BRAKE RESUMED UNINTENDED ACCELERATION. "RODE THE BRAKE TO DELIVER VEHICLE TO SAFE PARKING LOCATION. CONSEQUENCE: UNINTENDED ACCELERATION CONTROLLABLE BY BRAKING. 3) NOTHING HAS YET BEEN DONE TO CORRECT FAILURE. VEHICLE HAS NOT BEEN DRIVEN OR MOVED SINCE FAILURE, SINCE DEEMED UNSAFE TO DRIVE BY OWNER PENDING ANY USEFUL RESPONSE TO NOTIFICATION OF THIS INCIDENT BY TOYOTA INC. (NO USEFUL RESPONSE AS OF YET.) THE DEALER WAS UNABLE TO DUPLICATE THE CONSUMERS CONCERN. UPDATED 08/30/10 UPDATE IVOQ 09/01/10*JB

ODI 10347750 (20100810)

2004 TOYOTA PRIUS WITH UNINTENDED ACCELERATION. *KB THE CONSUMER STATED HE EXPERIENCED SUDDEN ACCELERATION AFTER THE RECALL WAS PERFORMED. THE CONSUMER ALSO STATED SOMEONE ELSE DROVE HER VEHICLE AND HE EXPERIENCED SLUGGISH ACCELERATION OF THE VEHICLE. A MESSAGE FLASHED QUICKLY, BUT HE WAS UNABLE TO READ IT. *JB

Additional Summary:

Date of Incident: 20100708

Toyota ID No.:

NHTSA ODI No.: 10342385

Vehicle Make 2010 TOYOTA HIGHLANDER

Location of Incident: MOUNTAIN VIEW, NJ

NHTSA Summary:

ON JULY 8 2010, MY 2010 TOYOTA HIGHLANDER HAD SUDDEN ACCELERATION PROBLEM WHEN I STOPPED AND BRAKED FOR THE TRAFFICE LIGHT. THIS HIGHLANDER HAS ONLY ABOUT 6,600 MILES ON IT AND IT NEVER HAD THE SUDDEN ACCELERATION PROBLEM BEFORE. THE DEALER HAD INSTALLED THE RECALL FIXES.

Additional Summary:

Summary of July 8th UA Incident:

That's until a few days ago. On July 8, I stopped and braked my 2010 Highlander (about 6,600 miles) for a traffic light on a flat normal local New Jersey street. No a/c was on, the temperature had cooled down to the high 70s in this part of New Jersey. About two seconds after braking the vehicle, all of a sudden, I heard and felt a big jolt and noise – the engine wanted to speed off. I was shocked and panicked to say the least. I did not know what to do at first, but then I put the gear in the P position. Then I felt I was able to tame the beast and wrestled the car back (in reality I don't think the car moved when it was on P). When the traffic light turned green, I proceed to drive without any problem. I was not sure if I should get on the Garden State Parkway which is about another mile to go. After some hesitations, I got on to the Parkway and drove very slowly and thank God, I was able to drive home safely that night. I'm a very lucky guy, my family and friends all said so.

Summary of July 9th Dealer Visit:

Mr. Chen drove to Crestmont Toyota in NJ. Explained the UA event. Service tech filled out the UA questionnaires and provided Mr. Chen with a Camry loaner. Mr. Chen left while the dealer service department inspected his vehicle. Later that afternoon, Mr. Chen was called and advised by Doug Walter or Water, dealer service tech, that the computer (Tech Stream) data that was downloaded from his vehicle was consistent with his summary of the UA event and that he had contacted Toyota Corporate by computer message and they responded. Toyota Corporate stated in a response according to the service tech that they would send a field tech to the dealership sometime during the week of July 12 to conduct their inspection based on the Tech Stream results. Essentially, the computer DUPLICATED Mr. Chen's description of the unintended acceleration event.

He does not have any P codes to report. He hasn't seen the Tech Stream data!

July 11th – Mr. Chen sent an email to Dr. Gilbert in response to the AP article published over the weekend.

July 12th – I corresponded with Mr. Chen by email and we eventually spoke by telephone. I advised Mr. Chen to obtain copies of the UA questionnaire from the dealer and to also obtain a copy of the Tech Stream results. I also advised Mr. Chen to advise the dealer in writing to preserve the ECM and EDR data and to forego any further key cycles anticipating an overwrite.

Mr. Chen advised late in the afternoon that the dealer had called and stated that his vehicle had been struck on the dealer lot and that it would be sent to the body shop for immediate repair. I responded that no repairs should be conducted prior to further inspection and documentation of the UA event and recommended that he advise the dealer, take photographs of the damage, etc.

July 13th –

Mr. Chen drove to the dealer and photographed the damage. He was advised that the dealer had placed a frame next to his vehicle and a person driving a Tundra on the lot took a sharp turn and struck the metal frame and pushed it into his vehicle causing damage. During his visit he requested copies of the questionnaire and the Tech Stream results. Mr. Walters or Water, the dealer service tech, advised him that Toyota Corporate would inspect his vehicle today and he should request the documents at that time. The dealer stated that Toyota Corporate will give him all inspection documents. Basically, the dealer declined to provide copies of his service records.

Mr. Chen will be called by the dealer to attend the inspection this afternoon.

Date of Incident: 20100708
Toyota ID No.:

NHTSA ODI No.: 10342385
Vehicle Make 2010 TOYOTA HIGHLANDER
Location of Incident: WAYNE, NJ

NHTSA Summary:

ON JULY 8 2010, MY 2010 TOYOTA HIGHLANDER HAD SUDDEN ACCELERATION PROBLEM WHEN I STOPPED AND BRAKED FOR THE TRAFFICE LIGHT. THIS HIGHLANDER HAS ONLY ABOUT 6,600 MILES ON IT AND IT NEVER HAD THE SUDDEN ACCELERATION PROBLEM BEFORE. THE DEALER HAD INSTALLED THE RECALL FIXES. UPDATED 07/19/10*BF
UPDATED IVOQ 07/21/10.*JB

Additional Summary:

Date of Incident: 20100710
Toyota ID No.:
NHTSA ODI No.: 10342580
Vehicle Make 2008 TOYOTA CAMRY
Location of Incident: MILWAUKEE, WI

NHTSA Summary:

TL*THE CONTACT OWNS A 2008 TOYOTA CAMRY. THE CONTACT WAS AT A TRAFFIC LIGHT WITH HIS FOOT ON THE BRAKE WHEN SUDDENLY THE VEHICLE SURGED FOUR FEET INTO TRAFFIC AND STOPPED. A CRASH DID NOT OCCUR AS A RESULT OF THE FAILURE. ON THE SAME DAY, THAT AFTERNOON, WHILE AT A STOP SIGN WITH HIS FOOT ON THE BRAKE PEDAL, THE CONTACT STATED THAT THE VEHICLE BEGAN TO SURGE AGAIN AND LUNGE SEVERAL INCHES FORWARD. THE CONTACT SHIFTED INTO NEUTRAL GEAR AND THE RPMS INCREASED EXCESSIVELY WHILE HIS FOOT WAS ON THE BRAKE PEDAL. HE THEN SHIFTED INTO PARK GEAR AND THE VEHICLE BEGAN MAKING A LOUD NOISE; HE SHIFTED BACK TO NEUTRAL AND WAS ABLE TO CONTINUE TO DRIVE FORWARD. THE VEHICLE HAD PREVIOUSLY BEEN SERVICED FOR ALL RECALLS RELATED TO VEHICLE SPEED CONTROL. THE CONTACT WILL SCHEDULE AN APPOINTMENT WITH THE DEALER TO INSPECT THE VEHICLE. THE CONTACT HAD NOT CALLED THE MANUFACTURER WHEN THE COMPLAINT WAS FILED. THE CURRENT MILEAGE WAS APPROXIMATELY 30,650. THE FAILURE MILEAGE WAS 30,532.

Additional Summary:

Date of Incident: 20100713
Toyota ID No.:
NHTSA ODI No.: 10342933
Vehicle Make 2004 TOYOTA PRIUS
Location of Incident: ASTORIA, NY

NHTSA Summary:

2004 TOYOTA PRIUS ACCELERATES DUE TO GAS PEDAL GETTING STUCK IN THE FLOOR MAT. THIS MORNING I WAS DRIVING MY TOYOTA PRIUS 2004 THAT I BOUGHT FROM THE ORIGINAL OWNER WHO MENTIONED ALL RECALL ISSUES WERE ADDRESSED BY TOYOTA DEALERSHIP. HE MENTIONED THE DEALER SHAVED OFF THE GAS PEDAL TO MAKE IT SHORTER. BUT TODAY, WHILE ON I 495 GOING EASTWARDS JUST BEFORE ENTERING THE HOV LANE, I PRESSED THE GAS PEDAL ALL THE WAY DOWN TO OVER TAKE ANOTHER SLOW VEHICLE. THE CAR ENGINE KEPT RAISING NOISE, AND CAR STARTED TO ACCELERATE ON ITS OWN. I BRAKED, THE CAR SLOWED A BIT BUT ENGINE KEPT RUNNING FAST... I REALIZED THIS IS POTENTIALLY SAME ISSUE THAT PEOPLE REPORTED ON PRESS AND WITH LOT OF STRUGGLE TRYING TO BRAKE AND SLOW DOWN, REALIZED AND PUT THE CAR INTO N, NEUTRAL POSITION. I AM LUCKY TO KNOW THIS FROM MEDIA REPORTS, OTHERWISE I WOULD HAVE BEEN ANOTHER DEAD GUY ON A PRIUS! WHILE I WAS STILL ON HIGHWAY, NEEDING TO MAINTAIN SPEED I PUT THE CAR BACK ON DRIVE MODE, D AND THE PROBLEM CONTINUED. I REALIZED, I CAN LIFT THE GAS PEDAL WITH MY LEFT FOOT, AND SUCCEEDED IN UNTANGLING THE PEDAL FROM THE FLOOR MAT. AFTER I DID THAT IT WAS FINE. I ARRIVED AT WORK, BUT WITH EXTREME SHOCK AND DISAPPOINTMENT. I AM WONDERING HOW THIS PROBLEM CAN STILL REMAIN AFTER A RECALL REPAIR IS DONE ON THIS VEHICLE. THIS IS COMPLETELY UNACCEPTABLE AND MY LIFE WAS IN TOTAL RISK AND I SURVIVED TODAY PURELY BECAUSE OF MY TECHNICAL SKILLS AND KNOWLEDGE ABOUT THIS CAR ISSUE. I AM AN ENGINEER IN PROFESSION, A MECHANICAL ENGINEER WITH A MASTERS DEGREE AND I UNDERSTOOD HOW TO REACT. IF IT WAS FOR MY OTHER FAMILY MEMBERS IN THIS SITUATION THE OUTCOME WOULD HAVE BEEN TOTALLY DIFFERENT. I AM VERY VERY DISAPPOINTED WITH TOYOTA CORPORATION AND ALSO WITH YOU, THE NHTSA FOR NOT MAKING SURE THAT ALL PRIUS OUT THERE ARE SAFETY COMPLIANT. THIS IS REALLY TERRIBLE ! ...BECAUSE ITS A KNOWN ISSUE, AND OLD ISSUE THAT SHOULD HAVE BEEN CORRECTED. [XXX] INFORMATION REDACTED PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6). *TR

Additional Summary:

Date of Incident: 20100713
Toyota ID No.:
NHTSA ODI No.: 10343674
Vehicle Make 2009 LEXUS IS250
Location of Incident: AMHERST, MA

NHTSA Summary:

TL* THE CONTACT OWNS A 2009 LEXUS IS 250. THE CONTACT STATED THAT WHILE AT A FULL STOP, HE SHIFTED INTO REVERSE AND THERE WAS AN ABNORMAL INCREASE IN ENGINE RPMS. HE THEN SHIFTED INTO

PARK AND SHUT OFF THE VEHICLE. AFTER RESTARTING, THE VEHICLE RESUMED NORMAL OPERATION. THE CONTACT STATED THAT WEEKS PRIOR TO THE FAILURE, REPAIRS WERE MADE TO THE ACCELERATOR PEDAL UNDER NHTSA CAMPAIGN ID NUMBER: 09V388000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL). THE CONTACT CALLED THE MANUFACTURER REGARDING THE FAILURE AND WAS AWAITING A RETURN CALL. THE VEHICLE WAS NOT FURTHER REPAIRED. THE FAILURE AND CURRENT MILEAGES WERE APPROXIMATELY 5,000.

Additional Summary:

Date of Incident: 20100718

Toyota ID No.:

NHTSA ODI No.: 10355335

Vehicle Make 2008 LEXUS ES350

Location of Incident: EL PASO, TX

NHTSA Summary:

S10 APPROPRIATE HANDLING-LETTER FROM REGARDING TOYOTA COMPLAINT *TGW 2008 LEXUS ES350 THE CONSUMER STATED AS HIS WIFE TURNED INTO A PARKING SPACE IN A PARKING LOT, THE VEHICLE SUDDENLY ACCELERATED AND CRASHED INTO ANOTHER VEHICLE. THE CONSUMER STATED THE RECALL WAS PERFORMED PRIOR TO THE CRASH.

*JB UPDATED 09/20/10*JB

Additional Summary:

Date of Incident: 20100719

Toyota ID No.:

NHTSA ODI No.: 10344969

Vehicle Make 2010 TOYOTA RAV4

Location of Incident: BAY VILLAGE, OH

NHTSA Summary:

AT APPROXIMATELY 5:00 PM ON JULY 19TH, 2010, OUR TOYOTA RAV 4 (MODEL YEAR 2010 MILEAGE 6450) EXPERIENCED AN INCIDENT OF UNINTENDED ACCELERATION. DRIVING HOME WITH 4 MEMBERS OF THE FAMILY, WE APPROACHED AN INTERSECTION AND THE DRIVER BEGAN TO APPLY THE BRAKE. THE ROADWAY WAS CROWDED, SO OUR SPEED WAS FORTUNATELY MINIMAL (APPROXIMATELY 25 MPH). WHILE APPLYING THE BRAKE, THE ENGINE SUDDENLY BEGAN TO REV AT A HIGH RATE, THE DRIVER SAID THE CAR WAS NOT RESPONDING WELL TO THE BRAKE AND WE MAY NOT STOP IN TIME AS WE APPROACHED THE INTERSECTION. INSTINCTIVELY, I LOOKED AT THE DRIVER'S FOOT TO SEE IF THERE WAS SOME PROBLEM WITH HIM HITTING THE GAS PEDAL, BUT COULD CLEARLY SEE BOTH FEET AND ONLY THE BRAKE BEING APPLIED. THE DRIVER PUMPED THE BRAKE, LIFTING HIS FOOT FROM THE BRAKE AND REAPPLYING; WE JOLTED FORWARD HE LIFTED HIS FOOT FROM THE

BRAKE OF THE REVVING CAR AND THEN REAPPLIED THE BRAKE. THE ENGINE SUDDENLY SLOWED AND RETURNED TO A NORMAL IDLE AND WE WERE ABLE TO STOP WITHOUT HITTING ANYONE. WE DID NOT FILE A POLICE REPORT, BUT CONTACTED THE DEALER THE FOLLOWING MORNING AND WERE INSTRUCTED TO BRING THE CAR IN FOR INSPECTION THE FOLLOWING DAY. NOT SURPRISINGLY, AS THEY APPEAR INCAPABLE OF DETECTING THE PROBLEM WITH THEIR DIAGNOSTICS, NO PROBLEM WAS FOUND AND WE WERE ASKED TO RECLAIM THE CAR A FEW DAYS LATER. WE TOLD THE DEALERSHIP THAT WE CONSIDER THIS LEASED CAR TO BE UNSAFE AND DO NOT WANT ANYTHING TO DO WITH THE CAR AND WISHED TO RETURN IT AS IT IS CLEARLY DEFECTIVE. 4 MEMBERS OF MY FAMILY WITNESSED THE EVENT AND NO ONE IS GETTING IN THE CAR AGAIN. THE TOYOTA DEALERSHIP'S CUSTOMER SERVICE REPRESENTATIVE SAID THEY ARE ONLY DEALER, THEY ARE NOT THE MANUFACTURERS AND WE HAD TO ADDRESS ANY CONCERNS REGARDING A RETURN TO THE MANUFACTURER, IN THEIR OPINION IT CHECKED OUT FINE. THE CAR HAD ALREADY BEEN SERVICED BY THE DEALER SEVERAL MONTHS PRIOR, TO ADDRESS THE RAV 4 RECALL FOR THE UNINTENDED ACCELERATION PROBLEM. CLEARLY IN OUR CASE THEIR FIX DID NOT FIX THE PROBLEM.

Additional Summary:

Date of Incident: 20100719
Toyota ID No.:
NHTSA ODI No.: 10344320
Vehicle Make 2010 TOYOTA RAV4
Location of Incident: CEDARHURST, NY

NHTSA Summary:

INCIDENT = CAR 2010 TOYOTA RAV4 UNINTENDED ACCELERATION HAPPENED 3 TIMES. FIRST TIME IT HAPPENED BEFORE I BROUGHT CAR TO SERVICE STATION FOR RECALL REPAIR. SECOND TIME IT WAS AFTER RECALL. THIRD TIME HAPPENED JUST ON JULY 18 2010 ABOUT 9 PM. I WAS STANDING AT TRAFIC LIGHT WHEN RPM WENT UP AND CAR START MOVING FORWARD. I PUT IT IN NEUTRAL AND HAD TO TURN OFF THE IGNITION BECAUSE RPM STILL WERE VERY HIGH. PLEASE ADVISE WHAT SHOULD I DO. MY WIFE AND KIDS DRIVING MY CAR SOMETIMES AND I KNOW FOR SURE THAT THEY WOULD GET IN AN ACIDENT IF THAT PROBLEM HAPPENS WITH THEM. DAMAGE RESULTING = MORAL DISTRESS FOR ME. MY WIFE EXPERIENCED THAT ALL 3 TIMES, VERY DIPRESSED AND SCARED TO EVEN BE IN THE CAR, NEVER MIND DRIVING IT. CAR WAS SERVICED IN MILLENIUM TOYOTA FOR ACCELERATION RECALL. I NEED AN ADVICE WHERE CAN I CHECK THIS CAR BECAUSE IT LOOKS LIKE TOYOTA IS UNABLE TO IDENTIFY THE SOURCE OF THE PROBLEM. I ALSO WOULD LIKE TO GET DATA RELATED TO INCIDENT FROM THE CAR COMPUTER BY SECOND PARTY BEFORE TOYOTA WOULD DO THE SERVICE

BECAUSE WHEN I BROUGHT MY CAR FOR RECALL I WAS TOLD THAT THEY HAD TO FLASH THE COMPUTER. MY UNDERSTANDING OF FLASHING COMPUTER IS THAT MEMORY WAS FLASHED AND OLD INFORMATION IS NOT RECOVERABLE. PLEASE ADVISE.

Additional Summary:

Date of Incident: 20100725
Toyota ID No.:
NHTSA ODI No.: 10345584
Vehicle Make 2010 TOYOTA CAMRY
Location of Incident: JOHNSON CITY, TN

NHTSA Summary:

2010 TOYOTA CAMRY BOUGHT 2 MONTHS BEFORE RECALL NEWS / 5,000 MILES / HAD RECALL WORK DONE AT A TOYOTA DEALERSHIP ON MARCH 4, 2010 / ON JULY 25, 2010 WHILE IN LINE AT DRIVE-THROUGH, I HAD MY FOOT ON THE BRAKE WAITING MY TURN IN LINE. SUDDENLY, THE ENGINE BEGAN TO REV, EVEN THOUGH I DIDN'T HAVE MY FOOT ON THE ACCELERATOR BUT DID HAVE MY FOOT ON THE BRAKE. THE BACK TIRES BEGAN SPINNING, AND ALTHOUGH I WAS MASHING DOWN ON THE BRAKES AS HARD AS I COULD, THE VEHICLE MOVED FORWARD (PRODUCING SKID MARKS) AND HIT THE TRUCK IN FRONT OF ME. MY CAMRY PUSHED INTO THE TRUCK'S TRAILER HITCH, BENDING THE REBAR IN THE FRONT OF MY CAR, WHICH PUSHED UP THE RADIATOR, ETC. THERE WAS A WITNESS WHO WAS STANDING NEXT TO THE DRIVE-IN WINDOW BECAUSE THE RESTAURANT HAD MESSED UP HIS ORDER. HE REPORTED TO THE OFFICER THAT CAME TO THE SCENE THAT HE HEARD THE CAMRY'S ENGINE START REVING, AND WHEN HE LOOKED TO SEE WHY, HE COULD SEE THAT I WAS TRYING TO GET THE CAR TO STOP. OBVIOUSLY, THE TOYOTA CAMRY RECALL WORK IS NOT EFFECTIVE. MY GRANDDAUGHTER (WHO WAS IN THE CAR) AND I COULD HAVE BEEN KILLED IF THIS HAD HAPPENED AT HIGHER SPEED.

Additional Summary:

Date of Incident: 20100802
Toyota ID No.:
NHTSA ODI No.: 10347340
Vehicle Make 2010 TOYOTA COROLLA
Location of Incident: MADISON, WI

NHTSA Summary:

DRIVING 2010 TOYOTA COROLLA MANUAL TRANS ON INTERSTATE ON 8/2/10 AT 2:30 P.M. HAD CRUISE CONTROL ON GOING 70 MPH. ENGAGED CLUTCH, SHIFTED TO NEUTRAL AND BRAKED IN PREPARATION TO STOP FOR TRAFFIC JAM AHEAD. BRAKE DID NOT ENGAGE AND VEHICLE CONTINUED AT 70 MPH WITHOUT TOUCHING ACCELORATOR. CONTINUED

ATTEMPTS TO BRAKE, DOWNSHIFT, TURN OFF CRUISE CONTROL WITH NO DECREASE IN SPEED. INITIALLY UNABLE TO DOWNSHIFT BUT THEN DID GET INTO LOWER GEAR BUT WITH NO RESULTING DECREASE IN SPEED, NOR DID THE ENGINE MAKE ANY NOISE INDICATING THAT I HAD DOWNSHIFTED. I WAS ABLE TO GET ONTO SHOULDER WHERE I CONTINUED TO GO 70 MPH. I THEN GOT OFF AT AN EXIT THAT HAD AN INCLINE. PART WAY UP THE HILL FELT SOMETHING DISENGAGE AND THE CAR SLOWED- NOT JUST DUE TO THE INCLINE I THINK. I WAS THEN ABLE TO PUT ON EMERGENCY BRAKE AND THE CAR STOPPED. AFTER SEVERAL MINUTES I TRIED THE BRAKES AGAIN AND THEY WORKED. I DID NOT RENEGAGE THE CRUISE CONTROL AFTER THIS. PLEASE NOTE THAT THIS OCCURRED AFTER I HAD TAKEN THE CAR IN FOR BOTH TOYOTA RECOMENDED RECALLS REGARDING THE FLOOR MATS AND PUTTING A MODIFICATION IN THE GAS PEDAL. WHEN I WENT IN FOR RECALLS I ASKED ABOUT PLACEMENT OF A COMPUTER BRAKE OVERRIDE SYSTEM AND WAS FIRST TOLD THAT FIX WAS NOT YET AVAILABLE, THEN TOLD IT WAS NOT RELEVANT TO MY CAR, AND, AFTER THE ABOVE EVENT TOLD AGAIN THAT TOYOTA DID NOT YET HAVE THE TECHNOLOGY AVAILABLE TO DO THIS FIX ON COROLLAS. THE DEALERSHIP HAVE THUS FAR BEEN UNPLEASANT AND SUGGESTING THAT I MIGHT NOT BE TELLING THE TRUTH.

Additional Summary:

Date of Incident: 20100804
Toyota ID No.: 1008061785
NHTSA ODI No.: 10348120
Vehicle Make 2010 TOYOTA COROLLA
Location of Incident: TAUNTON, MA

NHTSA Summary:

TL- THE CONTACT OWNS A 2010 TOYOTA COROLLA. THE CONTACT STATED THAT WHILE TURNING INTO A PARKING LOT WITH HIS FOOT ON THE BRAKE ALL OF A SUDDEN THE VEHICLE ACCELERATED ON IT'S OWN WITH HIS FOOT ON THE BRAKE THE WHOLE TIME. THE VEHICLE BARELY MISSED STRIKING A PEDESTRIAN AND THEN CRASHED INTO A STORE WALL. THE CONVENIENCE STORE WHERE THIS OCCURRED HAS THE INCIDENT ON TAPE. TOYOTA WAS CONTACTED AND FILED CASE # 1008061785. THIS IS THE THIRD OCCURANCE, IT HAPPENED TWO TIMES BEFORE THE RECALL REMEDY FOR NHTSA CAMPAIGN ID NUMBER: 10V023000, VEHICLE SPEED CONTROL ACCELERATOR PEDAL AND THIS THIRD OCCURENCE WAS AFTER THE RECALL REMEDY. THE VEHICLE IS CURRENTLY AT THE OWNERS HOME, AND HE WILL NOT DRIVE IT. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 9,000. RD

Additional Summary:

Date of Incident: 20100805
Toyota ID No.:
NHTSA ODI No.: 10352333
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: HAUPPAUGE, NY

NHTSA Summary:

MY WIFE WAS PULLING INTO A PARKING SPOT AND ALL OF A SUDDEN THE CAR ACCELERATED VERY QUICKLY, SHE WAS QUICK ENOUGH TO TURN THE WHEEL SHARPLY TO THE RIGHT AND HIT THE FRONT LEFT FENDER ON THE WALL OF THE BUILDING, SHE ALSO HIT A PARKING SIGN ON THE RIGHT FRONT FENDER. THE DAMAGE TO THE CAR WAS OVER \$7500. NO AIR BAGS WERE ACTIVATED. THIS IS A 2009 TOYOTA CAMRY THAT WE HAD BROUGHT INTO THE DEALERSHIP FOR A RECALL IN APRIL OF 2010. MY WIFE DOES NOT BELIEVE SHE STEPPED ON THE GAS PEDAL BUT THAT THE CAR JUST SUDDENLY ACCELERATED.

Additional Summary:

Date of Incident: 20100806
Toyota ID No.:
NHTSA ODI No.: 10348350
Vehicle Make 2009 TOYOTA TUNDRA
Location of Incident: HOUSTON, TX

NHTSA Summary:

MY 2009 TOYOTA TUNDRA WAS REPAIRED BY TOYOTA THIS PAST FRIDAY AS A RESULT OF THE TROTTLE BODY STICKING OPEN..IE WOULD STALL. AFTER REPAIRS, THE TRUCK DROVE FINE FOR 2 HRS APPROX. AFTER STOPPING FOR SUPPER (1HR) I STARTED MY TRUCK AGAIN...THIS TIME THE ENGINE EXCELLERATED IN PARK UPTO 5,000 + RPMS FOR 10-15SECS AND THEN DOWN TO 500 RMPS...THEN REPEATED THIS OVER AND OVER. I WAITED TIL THE RPMS DROPPED TO 500 AND PLACED TRUCK IN GEAR TO TRY TO GET IT HOME. THE TRUCK ACCELLERATED AND TOOK OFF ON ITS OWN...ALMOST TAKING ME THROUGH A RED LIGHT. I WAS ABLE TO PRESS HARD ENOUGH ON THE BRAKES TO STOP IN TIME....THEN IT TOOK OFF AGAIN FOR ANOTHER BLOCK WITHOUT ME DOING ANYTHING BUT RIDING THE BRAKES. I TURNED INTO A RANDALLS PARKING LOT WHEN RPMS DROPPED TO 500 AGAIN,...DODGING PEOPLE WHO WERE WALKING INTO THE GROCERY STORE. WHEN IT DROPPED AGAIN, I PULLED INTO A PARKING SPACE AND PUT TRUCK INTO PARK. THIS, ALL WHILE THE ENGINE WAS CONSISTANTLY CHANGING FROM 500RPMS UPTO 5,000+ RPMS WITH NO INTERRUPTION.I CALLED THE DEALORSHIP, STILL SHAKING, BUT ONLY ONE PERSON WAS STILL AT THE DEALORSHIP...HE ADVISED SINCE THEY WERE CLOSED THAT ANOTHER DEALOR WAS OPEN LATER. SO I HAD TRUCK TOWED THERE. MY ORIGINAL REPAIR, THEY WOULD NOT COVER UNDER WARRANTY (13,000 MILES ON TRUCK) BECAUSE THEY SAID I HAD VIOLATED THE WARRANTY BY INSTALLING A FUEL SAVING

DEVICE, WHICH HAD DAMAGED THE THROTTLE BODY. I PAID THEM TO REPLACE THE TROTTLE BODY ASSEMBLY...AND THEN (APPROX.3HRS LATER) THE TRUCK DECIDED TO DRIVE ITSELF,...AND I FEARED I WAS GOING TO HIT SOMEONE, BOTH CARS AND PEDESTRIANS. I NEVER THOUGHT WHAT I HAD READ ABOUT WOULD HAPPEN TO ME

Additional Summary:

Date of Incident: 20100807
Toyota ID No.:
NHTSA ODI No.: 10348348
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: LIVINGSTON, NJ

NHTSA Summary:

MY 2009 TOYOTA CAMRY'S ACCELERATION WAS STUCK AT 3000 RPM FOR A ABOUT 5 SECONDS EVEN AFTER I HIT BREAK MULTIPLE TIMES. THIS HAPPENED AFTER TOYOTA RECALL FIX.

Additional Summary:

Date of Incident: 20100812
Toyota ID No.:
NHTSA ODI No.: 10349159
Vehicle Make 2008 TOYOTA PRIUS
Location of Incident: DEKALB, IL

NHTSA Summary:

TL-THE CONTACT OWNS A 2008 TOYOTA PRIUS. WHILE DRIVING APPROXIMATELY 5 MPH INTO A PARKING SPACE. THE CONTACT ENGAGED THE BRAKE PEDAL AND THE ENGINED REVVED EXTREMELY HIGH WITH AN INCREASE IN THE ACCELERATION. THE VEHICLE WOULD NOT STOP AND TRAVELED OVER A CEMENT PARKING BLOCK. THE VEHICLE CONTINUED TO ACCELERATE AND CRASHED INTO A BRICK WALL. THE AIR BAGS FAILED TO DEPLOY WITH THE IMPACT INVOLVED. THERE WAS NO PERSONAL INJURY. A POLICE REPORT WAS FILED OF THE INCIDENT. THE ESTIMATED COST FOR THE BRICK WALL DAMAGES WAS \$2,500. THE VEHICLE WAS REPAIRED UNDER THE NHTSA CAMPAIGN ID NUMBER 09V388000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL) IN JUNE OF 2010. THE CONTACT STATED THE REMEDY DID NOT CORRECT THE PROBLEM. THE VEHICLE WAS TOWED TO A COLLISION CENTER. THE FAILURE MILEAGE WAS APPROXIMATELY 30,000. JS

Additional Summary:

Date of Incident: 20100816
Toyota ID No.:
NHTSA ODI No.: 10350652

Vehicle Make 2007 TOYOTA AVALON

Location of Incident: WESTMINSTER, MD

NHTSA Summary:

UNINITIATED ACCERLATION CAUSED CAR TO LURCH MANY FEET BEFORE BRAKE APPLICATION WITH SHIFT INTO NEUTRAL COULD STOP THE CAR. TWO INCIDENTS WITH SAME CAR EVEN AFTER WORK PERFORMED TO PREVENT THE PROBLEM. DENIAL BY DEALER AND CORPORATION THAT THERE IS A PROBLEM WITH THE CAR. TWO EVENTS THREE MONTHS APART.

Additional Summary:

Date of Incident: 20100818

Toyota ID No.:

NHTSA ODI No.: 10351280

Vehicle Make 2007 TOYOTA TUNDRA

Location of Incident: MESA, AZ

NHTSA Summary:

TL-THE CONTACT OWNS A 2007 TOYOTA TUNDRA. WHILE DRIVING APPROXIMATELY 25 MPH HE STATED THE VEHICLE ACCELERATED WITHOUT HIS FOOT ON THE ACCELERATOR AND HE T-BONED ANOTHER VEHICLE. THE CONTACT STATED HE DOES NOT REMEMBER WHAT HAPPEN. NO POLICE REPORT WAS FILED. ONE PASSENGER HAD INJURIES TO THE NECK, BACK AND HEAD. THE TUNDRA HAD MAJOR FRONT END DAMAGE. THE OTHER VEHICLE HAD DAMAGES TO THE DRIVER SIDE. THE VEHICLE HAS NOT BEEN REPAIRED. THE CONTACT STATED THE FAILURE HAS OCCURRED AT LEAST 6 TIMES. HE STATED HE HAD THE RECALL WORK PERFORMED BUT THE VEHICLE CONTINUE TO ACCELERATED AFTER THE RECALL WORK WAS PERFORMED. HE STATED HE TOOK THE VEHICLE BACK TO THE DEALER AFTER THE RECALL WORK WAS PERFORMED AND THEY COULD NOT LOCATE THE FAILURE. THE APPROXIMATE FAILURE AND CURRENT MILEAGE WERE 59,500. VWB

Additional Summary:

Date of Incident: 20100820

Toyota ID No.:

NHTSA ODI No.: 10351813

Vehicle Make 2010 TOYOTA COROLLA

Location of Incident: TOURRANCE, CA

NHTSA Summary:

TL-THE CONTACT OWNS A 2010 TOYOTA COROLLA. WHILE DRIVING 15-20 MPH SHE ENGAGED THE BRAKE TO ALLOW MERGING TRAFFIC TO GO AND THE VEHICLE ACCELERATED. SHE STATED SHE ENGAGED THE BRAKES HARDER AND TURNED THE VEHICLE TO THE LEFT TO AVOID AN ISLAND AND THE VEHICLE STOPPED. SHE THEN DROVE HOME AND CALLED THE

POLICE ABOUT THE FAILURE. A POLICE REPORT WAS FILED, NO ONE WAS INJURED AND NO DAMAGES TO THE VEHICLE. THE VEHICLE WAS TOWED TO AN AUTHORIZED DEALER AND THEY WERE UNABLE TO DUPLICATE THE FAILURE. THE CONTACT STATED THAT THE DEALER SHAVED THE ACCELERATOR PEDAL. THE CONTACT STATED SHE HAD THE RECALL WORK PERFORMED EARLIER IN FEBRUARY 26,2010. SHE STATED THE RECALL WAS FOR THE ACCELERATOR PEDAL REINFORCEMENT BAR INSTALLATION. THE CONTACT DOES NOT FEEL SAFE DRIVING THE VEHICLE. THE FAILURE MILEAGE WAS 2,248 AND THE CURRENT MILEAGE WAS 2,263. VWB

Additional Summary:

Date of Incident: 20100822
Toyota ID No.:
NHTSA ODI No.: 10355408
Vehicle Make 2010 TOYOTA PRIUS
Location of Incident: WEBSTER GROVES, MO

NHTSA Summary:

WE WERE BACKING DOWN OUR DRIVEWAY IN OUR 2009 TOYOTA PRIUS. AS WE APPROACHED THE STREET OUR CAR SUDDENLY MADE A LOUD WHINING NOISE AND STARTED ACCELERATING BACKWARDS. BEFORE WE COULD DO ANYTHING, WE BACKED INTO THE CAR PARKED ACROSS FROM OUR DRIVEWAY. AFTER WE COLLECTED OURSELVES, WE DECIDED TO MOVE THE CAR OUT OF THE STREET INTO OUR DRIVEWAY. THE SUDDEN ACCELERATION HAPPENED AGAIN, BUT THIS TIME MY HUSBAND REACHED OVER AND HIT THE PARK BUTTON AND WE STOPPED BEFORE WE HIT ANYTHING. I HAVE DRIVEN OUR OTHER TWO CARS DOWN OUR LONG DRIVEWAY SINCE, AND WE ONLY USE THE ACCELERATOR TO START THE CAR MOVING. AFTER THAT, WE ARE BRAKING ALL THE WAY DOWN THE DRIVE. THE ACCELERATION OCCURRED NEAR THE STREET WHERE WE PAUSE TO CHECK ON THE TRAFFIC. NOW THAT I HAVE CHECKED MYSELF WITH OUR OTHER CARS, I AM SURE I DID NOT HAVE MY FOOT ON THE ACCELERATOR PEDAL AT THE BOTTOM OF THE DRIVE, AS I BRAKE ALL THE WAY DOWN. OUR PRIUS IS OVER AT THE DEALER, AND WE HAVE FILED A COMPLAINT WITH TOYOTA. WE ARE AFRAID OF THE CAR. WE DID HAVE THE CAR FIXED AT THE RECALL. *TR

Additional Summary:

Date of Incident: 20100823
Toyota ID No.:
NHTSA ODI No.: 10352925/10351930
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: NEW CASTLE, PA
NHTSA Summary:

ODI 10352925

WHILE COMING TO A STOP IN MY DRIVEWAY MY 2009 TOYOTA CAMRY HAD SUDDEN SURGE WITH MY FEET ON THE BRAKE. THE CAR RAN AWAY AND HIT MY HOUSE, BIRD BATHS, SMOKER ON TRAILER, WENT INTO NEIGHBORS DRIVEWAY AND HIT A VAN AND FINALLY CAME TO REST IN A HEDGE ROW. THE PHYSICAL EVIDENCE AND POLICE REPORT SHOW THE BRAKES WERE ON. THE GAS PEDAL WAS REPLACED IN MARCH UNDER THE RECALL. IT HAD NOTHING TO DO WITH THE SUDDEN ACCELERATION.

ODI 10351930

TL - THE CONTACT OWNS A 2009 TOYOTA CAMRY. WHILE DRIVING AT 2MPH COMING TO COMPLETE STOP WHEN THE VEHICLE SURGED FORWARD IN ITS OWNS. THE CONTACT COULD NOT BE ABLE TO STOP THE VEHICLE WHERE IT HIT THE BACK OF HER HOUSE , A VEHICLE , AND THEN CAME TO A STOP WHEN SHE HIT SOME HEDGES. THERE WERE FRONT END AND BOTH SIDE DAMAGES TO THE VEHICLE AND SHE DID NOT SUSTAINED ANY INJURIES. THE VEHICLE WAS TOWED AND THERE ARE WAITING FOR DIAGNOSIS. THE FAILURE AND THE CURRENT MILEAGE WAS 35000.CV

Additional Summary:

Date of Incident: 20100827
Toyota ID No.:
NHTSA ODI No.: 10352734
Vehicle Make 2008 TOYOTA CAMRY
Location of Incident: PALATINE, IL

NHTSA Summary:

TL- THE CONTACT OWNS A 2008 TOYOTA CAMRY. THE VEHICLE WAS TAKEN TO THE DEALER FOR RECALL 09V388000 VEHICLE SPEED CONTROL: ACCELERATOR PEDAL JUNE 2010 WITH 55,000 MILES. ON AUGUST 27, 2010 WHILE APPROACHING THE INTERSECTION AT 35MPH THE CHECK ENGINE LIGHT ILLUMINATED SHE HEARD A NOISE UNDER THE HOOD THE VEHICLE STALLED AFTER A FEW SECOND THE VEHICLE SUDDENLY ACCELERATED WITH HER FOOT ON THE BRAKE. THE VEHICLE WILL TAKE TO THE DEALER TO BE DIAGNOSED. THE FAILURE AND THE CURRENT MILEAGE WAS 60,000. LI

Additional Summary:

Date of Incident: 20100901
Toyota ID No.:
NHTSA ODI No.: 10355298
Vehicle Make 2005 TOYOTA AVALON
Location of Incident: LASALLE, IL

NHTSA Summary:

TL* THE CONTACT OWNS A 2005 TOYOTA AVALON. THE CONTACT WAS DRIVING APPROXIMATELY 5 MPH AND ATTEMPTING TO PARK. THE BRAKE PEDAL WAS ENGAGED AND THE VEHICLE ABNORMALLY ACCELERATED. THE VEHICLE WOULD NOT STOP UNTIL THE IGNITION WAS TURNED OFF. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER FOR DIAGNOSIS AND THE COMPUTER SOFTWARE WAS UPDATED. THE VEHICLE WAS PREVIOUSLY REPAIRED UNDER NHTSA CAMPAIGN ID NUMBERS 09V388000 AND 10V017000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL). THE FAILURE OCCURRED AFTER THE RECALL REMEDY WAS PERFORMED ON THE VEHICLE. THE CONTACT HAD CONCERNS WITH THE POTENTIAL SAFETY HAZARD. THE FAILURE MILEAGE WAS APPROXIMATELY 61,000.

Additional Summary:

Date of Incident: 20100903
Toyota ID No.:
NHTSA ODI No.: 10354504
Vehicle Make 2008 TOYOTA TACOMA
Location of Incident: DUDLEY, MA

NHTSA Summary:

TL*THE CONTACT OWNS A 2008 TOYOTA TACOMA. THE VEHICLE WAS TAKEN TO THE DEALER FOR RECALL 09V388000 VEHICLE SPEED CONTROL: ACCELERATOR PEDAL ON SEPTEMBER 3, 2010. AFTER THE VEHICLE WAS REPAIRED THE GASOLINE PEDAL BECAME STUCK TWICE WHILE DRIVING BETWEEN 90 AND 50 MPH. HE WAS ABLE TO SHIFT INTO NEUTRAL GEAR AND MOVE ONTO THE EMERGENCY LANE. THE VEHICLE WAS PARKED AT THE CONTACTS HOME. THE DEALER WILL SEND A FACTORY REPRESENTATIVE TO THE INVESTIGATE THE FAILURE. THE FAILURE MILEAGE WAS 20,973 AND THE CURRENT MILEAGE WAS 21,173.

Additional Summary:

Date of Incident: 20100904
Toyota ID No.:
NHTSA ODI No.: 10358767
Vehicle Make 2010 TOYOTA COROLLA
Location of Incident: LAKE BALBOA, CA

NHTSA Summary:

TOYOTA 2010 COROLLA. SUDDEN ACCELERATOR PROBLEM: AFTER HAVING THE RECALL UPDATE TO OUR COROLLA, A FEW MONTHS LATER, WE EXPERIENCED A SUDDEN ACCELERATION PROBLEM WITH OUR CAR. FROM A PARKED POSITION NEXT TO THE CURB, WE PUT OUR FOOT ON THE BRAKE AND THEN PUT THE CAR IN REVERSE TO BACK AWAY FROM THE CAR IN FRONT OF US, AND THE CAR SUDDENLY ACCELERATED AND PROCEEDED TO JUMP OVER A CURB AND HIT A TREE NEXT TO US ON THE SIDE WALK. AGAIN, THIS WAS WHEN THE CAR WAS IN REVERSE, SO THE

ACCELERATION WAS GOING BACKWARDS, WITH OUR FOOT ON THE BRAKE. AFTER TAKING OUR CAR TO THE TOYOTA DEALERSHIP FOR CONSULTATION ON SEPT 7TH, THEY INDICATE THAT THEY COULD NOT FIND ANYTHING WRONG WITH THE CAR AND WE WOULD NEED TO CONTACT TOYOTA DIRECTLY ON THIS PROBLEM. IT IS NOW NEARLY A MONTH LATER, AND WE STILL HAVE NOT BEEN "VISITED" BY THE TOYOTA ENGINEERING TEAM. WE WERE ASSIGNED A CASE NUMBER BY TOYOTA AND TOLD TO WAIT TO HEAR FROM THEM. WE ARE STILL WITHOUT OUR CAR AND WAITING SOME KIND OF FORMAL INSPECTION FROM THE TOYOTA CORPORATE TEAM. THE LOCAL TOYOTA DEALER IS TRYING TO HELP AS WELL AND IS ALSO CONTACTING TOYOTA CORPORATE FOR ASSISTANCE. THIS IS NOT FAIR TO BE WITHOUT OUR CAR AND SOME REASSURANCE FROM TOYOTA THAT THIS WON'T HAPPENED AGAIN TO OUR CAR. AS OF THIS DATE OCTOBER 1, 2010, NO INSPECTION HAS TAKEN PLACE ON OUR CAR. WE'RE STILL WAITING.

Additional Summary:

Date of Incident: 20100905
Toyota ID No.:
NHTSA ODI No.: 10354017
Vehicle Make 2007 TOYOTA AVALON
Location of Incident: DALLAS, TX

NHTSA Summary:

SUDDEN ACCELERATION INCIDENT. MY 2007 TOYOTA AVALON HAD ALL RECALL WORK DONE IN MARCH 2010. THE CAR HAS AROUND 20,000 MILES ON IT. ON 9/5/2010 I WAS PULLING INTO A PARKING SPACE WITH MY FOOT ON THE BRAKE PEDAL WHEN THE CAR SUDDENLY ACCELERATED INTO THE CURB. I WAS PRESSING AS HARD AS POSSIBLE ON THE BRAKE, BUT THE CAR WOULD NOT STOP UNTIL I HIT THE CURB AND PUT THE GEAR IN PARK. IN THE PAST, I HAVE HAD PROBLEMS WITH THE TRANSMISSION "HANGING" WHEN TURNING INTO AN ALLEY OR UP A GARAGE RAMP, BUT THIS IS THE FIRST INSTANCE OF SUDDEN ACCELERATION I'VE HAD.

Additional Summary:

Date of Incident: 20100905
Toyota ID No.:
NHTSA ODI No.: 10354017
Vehicle Make 2007 TOYOTA AVALON
Location of Incident: DALLAS, TX

NHTSA Summary:

SUDDEN ACCELERATION INCIDENT. MY 2007 TOYOTA AVALON HAD ALL RECALL WORK DONE IN MARCH 2010. THE CAR HAS AROUND 20,000 MILES ON IT. ON 9/5/2010 I WAS PULLING INTO A PARKING SPACE WITH MY FOOT ON THE BRAKE PEDAL WHEN THE CAR SUDDENLY ACCELERATED INTO

THE CURB. I WAS PRESSING AS HARD AS POSSIBLE ON THE BRAKE, BUT THE CAR WOULD NOT STOP UNTIL I HIT THE CURB AND PUT THE GEAR IN PARK. IN THE PAST, I HAVE HAD PROBLEMS WITH THE TRANSMISSION "HANGING" WHEN TURNING INTO AN ALLEY OR UP A GARAGE RAMP, BUT THIS IS THE FIRST INSTANCE OF SUDDEN ACCELERATION I'VE HAD.

Additional Summary:

Date of Incident: 20100913
Toyota ID No.:
NHTSA ODI No.: 10373341
Vehicle Make 2008 TOYOTA CAMRY
Location of Incident: LOS ANGELES, CA

NHTSA Summary:

TL-THE CONTACT OWNS A 2008 TOYOTA CAMRY. THE CONTACT STATED AFTER HAVE RECALLS 09V388000, AND RECALL 10V017000, VEHICLE SPEED CONTROL:ACCELERATOR PEDAL THAT THE CONTACT HAD A FAILURE SHORTLY AFTER THE RECALLS. THE RECALLS WERE PERFORMED ON THE VEHICLE IN 2010. WHILE DRIVING APPROXIMATELY 10 MPH IN A PARKING LOT THE VEHICLE ACCELERATED ON ITS OWN AND THE CONTACT AVOIDED A BUILDING AND CRASHED INTO A PARKED TRUCK. THE CONTACT HAD INJURIES TO HIS LEG, FACE AND ARM AND WAS TAKEN TO THE HOSPITAL. A POLICE REPORT WAS FILED. THE VEHICLE WAS DESTROYED. THE CONTACT DID NOT KNOW THE DAMAGES TO THE OTHER VEHICLE. THE CONTACT FILED A COMPLAINT WITH THE MANUFACTURE. THE FAILURE MILEAGE WAS UNKNOWN. VWB

Additional Summary:

Date of Incident: 20100914
Toyota ID No.: 1009201240
NHTSA ODI No.:
Vehicle Make 2008 TOYOTYA TACOMA
Location of Incident: LAKEPORT, CA

NHTSA Summary:

Additional Summary:

Starting car up from cold in park the vehicle revs – dealer has advised in the past that this is NORMAL.

Floor Mats Recall Received – Took to dealer – cut down acc pedal, ecm software updated, and rotated tires –

Leaving the dealership on Tuesday, September 14, 2010 made left hand turn – grinding medal noise under the car – took foot off of gas – could not pull to right or left because of traffic – engine making a “bucking – revving” noise – car pulling strongly to the left – suddenly took off on its own lurched to the left – no steering – engine revved up really

high – hanging onto wheel – husband in passenger seat – car pulling so strongly to the left – car took off – continued moving across the oncoming traffic lane – wheel came off – vehicle dropped down and it continued going – right leg is bruised – she wasn't braking at all – thought braking would make it worse – Airbags did not deploy - Technician didn't put the bolts on the tire - Taken by ambulance to hospital - Injury - full body whiplash - Husband seems to be OK.

Date of Incident: 20100914
Toyota ID No.:
NHTSA ODI No.: 10356689
Vehicle Make 2008 TOYOTA TACOMA
Location of Incident: LAKEPORT, CA

NHTSA Summary:

WE HAVE BEEN HAVING TROUBLE WITH MY 2008 TOYOTA TACOMA TRUCK WITH THE ENGINE REVING WHEN WE FIRST START IT UP. WE TOOK IT TO THE DEALER. THEY SAID THAT THIS IS "NORMAL" LAST WEEK WE TOOK IT IN DUE TO A SAFETY RECALL NOTICE FOR SUDDEN ACCELERATION PROBLEMS THAT TOYOTA CLAIMS IS DUE TO FLOORMATS. DEALER CUT DOWN THE ACCELATOR PEDAL, REPROGRAMMED THE COMPUTER CONTROL SYSTEM, ROTATED THE TIRES. UPON PULLING OUT OF THE DEALERSHIP THE STEERING WHEEL VIBRATED (SIDE TO SIDE) AND CAR BUCKED (FRONT TO BACK) THERE WERE LOUD GRINDING AND BANGING NOISES. CAR PULLED STRONGLY TO THE LEFT. I TOOK MY FOOT OFF OF THE ACCELERATOR . INSTEAD OF SLOWING, THE ENGINE SUDDENLY REVED UP. DUE TO ONCOMING TRAFFIC ON BOTH SIDES OF US, I FOCUSED ON STEERING US OUT OF TROUBLE BY KEEPING US IN OUR LANE. I DID NOT APPLY BRAKE. I HAD THOUGHT THAT WITHOUT GAS, THE CAR WOULD GRADUALLY SLOW DOWN ON ITS OWN. INSTEAD OF SLOWING THE ENGINE REVED UP! TRUCK SUDDENLY LURCHED 90 DEGREES TO LEFT, JERKED STEERING WHEEL OUR OF MY HANDS VEHICLE LURCHED INTO THE ONCOMING TRAFFIC LANE, WHOLE FRONT PASSENGER SIDE TIRE ASSEMBLY CAME OFF AND HEADED ONE WAY AND THE TRUCK WENT THE OTHER. WE WERE THROWN FORWARD, DOWN AND TO THE RIGHT. THE VEHICLE KEPT MOVING UNTIL WE CRASHED INTO CONCRETE ENTERANCE/EXIT OF DEALERSHIP. I PUT ON EMERGENCY BRAKE. DEALER SAYS "SIMPLE HUMAN ERROR MECHANIC FORGOT TO TIGHTEN BOLTS ON TIRE" I THINK THIS GOES WAY BEYOND A TIRE PROBLEM. THEY MESSED WITH COMPUTER CONTROL SYSTEM AND THE ACCELERATOR PEDAL. I CAN'T SEE HOW TIRES CAUSE ENGINES TO REV UP.

Additional Summary:

Date of Incident: 20100921
Toyota ID No.:

NHTSA ODI No.: 10358947
Vehicle Make 2009 TOYOTA RAV4
Location of Incident: AUBURN, NY

NHTSA Summary:

I AM WRITING TO COMPLAIN ABOUT TWO ACCELERATION PROBLEMS RECENTLY EXPERIENCED WITH MY 2009 TOYOTA RAV4 VEHICLE. ONE INVOLVED RAPID ACCELERATION EXPERIENCES AND THE OTHER A STICKING ACCELERATOR. (12,500 MILES) (I PREVIOUSLY COMPLAINED ABOUT A STICKING ACCELERATOR AFTER ONLY 1000 MILES AND INVOLVED IN THE ACCELERATOR RECALL.) ON SEPTEMBER 21ST, I HAD A RAPID ACCELERATION WITH MY 2009 RAV4 WHILE MY FOOT WAS FIRMLY ON THE BRAKE PEDAL. MY WIFE WAS ALSO PRESENT AND WAS VERY FRIGHTENED BY THE EXPERIENCE SINCE IT OCCURRED WHEN TURNING A CORNER NEAR A PERSON HOLDING A PIZZA SIGN. I WAS THANKFULLY ABLE TO CONTROL THE VEHICLE WITH FIRM BRAKING. THE SUDDEN BURST OF ACCELERATION STOPPED AFTER ABOUT A 2 SECOND PERIOD OF TIME. DUE TO THIS EXPERIENCE, MY WIFE NOW REFUSES TO DRIVE THE VEHICLE . ON SEPTEMBER 22ND, I AGAIN HAD A RAPID ACCELERATION ON TWO DIFFERENT OCCASIONS. IN BOTH OCCASIONS I WAS BEGINNING TO GO STRAIGHT SO I WAS ABLE TO CONTINUE AFTER THE 2 SECOND BURST OF SPEED. ON SEPTEMBER 23RD, I EXPERIENCED A STICKING ACCELERATOR PEDAL EVEN AFTER THE ACCELERATOR WAS REPAIRED THROUGH A RECALL ON THE VEHICLE. I WAS TRAVELLING AROUND 45 MPH WHEN APPROACHING A STOP SIGN AND WAS ABLE TO CONTROL THE VEHICLE WITH STEADY, FIRM BRAKING. ON SEPTEMBER 24TH, THE VEHICLE WAS EXAMINED BY THE DEALER. I WAS MET WITH CONSIDERABLE RESISTANCE AND DEFENSIVE COMMENTS. THE SERVICE MANAGER SHARPLY STATED TO ME THAT δTHERE HAS BEEN NO EVIDENCE OF ANY ACCELERATION PROBLEMS WITH TOYOTA VEHICLES AND ALL THE PROBLEMS WERE DUE TO DRIVERÆS FAULTS.δ HE CONTINUED THAT δALL THE LAWSUITS WILL BE THROWN OUT OF COURT SOON.δ A WORKER PERFORMED A BRIEF DRIVE OF THE VEHICLE AND COMPUTER EXAMINATION OF THE SYSTEMS. THEY FOUND NOTHING TO INDICATE ANY SYSTEM WAS DEFECTIVE. DUE TO THE ATTITUDE OF THE SERVICE MANAGER AND THE FACT THAT THE VEHICLE WAS NOT REPAIRED, WE HAVE TRADED THE VEHICLE TO A DIFFERENT DEALER AND PURCHASED ANOTHER VEHICLE AFTER A CONSIDERABLE FINANCIAL LOSS ON THIS VEHICLE.

Additional Summary:

Date of Incident: 20101005
Toyota ID No.:
NHTSA ODI No.: 10359655
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: NEW ORLEANS, LA

NHTSA Summary:

MY DAUGHTER WAS EXITING A PARKING GARAGE ON A DESCENDING RAMP GOING AT THE MOST ABOUT 10 MPH IN OUR 2009 TOYOTA CAMRY. SHE HAD HER FOOT ON THE BRAKE PEDAL. THERE WERE CARS IN FRONT OF HER. THE CAR SUDDENLY ACCELERATED. SHE PUSHED HARD ON THE BRAKE AND THE BRAKE PEDAL WENT TO THE FLOOR TO NO EFFECT. SHE TURNED INTO THE GARAGE WALL TO STOP THE CAR SO AS NOT TO RUN INTO THE VEHICLES AHEAD OF HER. WHEN SHE EXITED THE CAR TO GET HELP THE BRAKE PEDAL WAS COMPLETELY ON THE FLOOR OF THE VEHICLE. SHE HAD TAKEN THE VEHICLE IN FOR THE REQUIRED RECALL REPAIRS IN APRIL 2010. WE HAVE INSTITUTED INVESTIGATION PROCEDURES WITH TOYOTA. UPDATED 10/22/10 *BF UPDATED 10/26/10*JB

Additional Summary:

Date of Incident: 20101008
Toyota ID No.:
NHTSA ODI No.: 10359897
Vehicle Make 2010 TOYOTA RAV4
Location of Incident: NORTH POTOMAC, MD

NHTSA Summary:

MY 2010 TOYOTA RAV4 WAS STOPPED AT A TRAFFIC LIGHT, WITH MY FOOT ON THE BRAKES. THE CAR SLOWLY BEGAN ACCELERATING DESPITE NORMAL PRESSURE BEING APPLIED TO THE BRAKES, AND THEN SUDDENLY THE ENGINE BEGAN REVING LOUDLY AND THE CAR BEGAN TO ACCELERATE MORE QUICKLY. THE CAR ACCELERATED TO PERHAPS A FEW MILES AN HOUR INTO THE INTERSECTION BEFORE I WAS ABLE TO STOP IT BY APPLYING HEAVY PRESSURE ON THE BRAKES AND ALSO APPLYING THE PARKING BRAKE. AFTER I WAS ABLE TO STOP THE CAR, THE ENGINE CONTINUED TO REV INCREASINGLY LOUDLY FOR SEVERAL MORE SECONDS (WITH OBVIOUS POWER THAT I COULD EASILY FEEL TRYING TO OVERCOME THE BRAKES I WAS APPLYING) UNTIL I WAS ABLE TO SHUT THE ENGINE OFF WITH THE IGNITION SWITCH. THE INCIDENT DID NOT RESULT IN AN ACCIDENT. BEING IN A BUSY AND DANGEROUS INTERSECTION, I DECIDED TO RESTART THE CAR AND DRIVE IT WITH EXTREME CAUTION TO A SAFE AREA TO PARK. WHEN RESTARTED, THE CAR OPERATED NORMALLY AND PRESENTED NO FURTHER PROBLEMS. THE CAR'S AIR CONDITIONING AND SATELLITE RADIO WERE OPERATING AT THE TIME OF THE INCIDENT. WEATHER CONDITIONS WERE CLEAR AND SUNNY, AND THE ROADS WERE DRY. THE CAR DOES HAVE A RUBBER ALL-WEATHER FLOOR MAT ON THE DRIVER'S SIDE, WHICH WAS SECURED BY HOOKS INSTALLED BY THE TOYOTA DEALERSHIP WHERE I PURCHASED THE CAR. THE EDGE OF THE FLOOR MAT IS SEVERAL INCHES AWAY FROM THE ACCELERATOR PEDAL WHEN IT IS FULLY DEPRESSED, AND THE MAT ITSELF WILL NOT PHYSICALLY MOVE OR SLIDE EVEN WHEN PURPOSEFULLY TRYING TO MOVE IT WITH FORCE. I'M ABSOLUTELY

CERTAIN THAT IT DID NOT MOVE OR OTHERWISE INTERFERE WITH THE ACCELERATOR PEDAL. THIS IS THE FIRST AND ONLY TIME THAT I HAVE EXPERIENCED THIS PROBLEM. AFTER THE INCIDENT, I DROVE THE CAR WITH EXTREME CARE TO MY TOYOTA DEALERSHIP (AND EXPERIENCED NO FURTHER PROBLEMS), WHERE IT IS NOW BEING HELD FOR INSPECTION. THE CAR'S MILEAGE AT THE TIME OF THE INCIDENT WAS APPROXIMATELY 6,200 MILES. IT WAS ALSO SERVICED BY TOYOTA SEVERAL MONTHS AGO IN RESPONSE TO THE RECALL RELATING TO UNINTENDED ACCELERATION.

Additional Summary:

Date of Incident: 20101009

Toyota ID No.:

NHTSA ODI No.: 10360054

Vehicle Make 2009 LEXUS ES350

Location of Incident: LAKELAND, LA

NHTSA Summary:

TL*THE CONTACT OWNS A LEXUS ES 350. THE CONTACT STATED THAT THE DRIVER WAS TURNING INTO A PARKING SPACE WHEN THE VEHICLE SUDDENLY ACCELERATED, JUMPED A CURB AND HIT A PARKED VEHICLE. THERE WAS A MINOR INJURY AS A RESULT OF THE ACCIDENT (SOMEONE IN ANOTHER VEHICLE). THE VEHICLE HAD PREVIOUSLY BEEN REPAIRED ACCORDING TO RECALL 09V388000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL). A POLICE REPORT WAS FILED. THE CONTACT FILED A COMPLAINT WITH THE MANUFACTURER WHO STATED THAT SOMEONE WOULD GET BACK WITH HIM. THE CONTACT WAS CURRENTLY AWAITING THE CALL BACK. THE VEHICLE HAD NOT BEEN REPAIRED. THE CURRENT AND FAILURE MILEAGES WERE UNKNOWN.

Additional Summary:

Date of Incident: 20101014

Toyota ID No.:

NHTSA ODI No.: 10360412

Vehicle Make 2006 TOYOTA TACOMA

Location of Incident: FAYETTEVILLE, NC

NHTSA Summary:

TL*THE CONTACT OWNS A 2006 TOYOTA TACOMA. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER FOR REPAIR FOR RECALL 09V388000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL). THE DEALER REPAIRED THE VEHICLE BY SHORTENING THE PEDAL. AFTER THE CONTACT PICKED THE VEHICLE UP, SHE WAS SHIFTING FROM DRIVE TO PARK WHEN THE VEHICLE SUDDENLY ACCELERATED INTO THE GARAGE. THE CONTACT INJURED HER BACK. THERE WAS NO POLICE REPORT FILED. THE CONTACT CALLED THE DEALER IN REGARDS TO THE FAILURE (WHAT

WAS DISCUSSED WAS UNKNOWN). THE MANUFACTURER HAD NOT BEEN NOTIFIED. THE FAILURE MILEAGE WAS 64,703.

Additional Summary:

Date of Incident: 20101015
Toyota ID No.:
NHTSA ODI No.: 10361068
Vehicle Make 2009 TOYOTA HIGHLANDER
Location of Incident: FRANKLIN SQUARE, NY

NHTSA Summary:

TL*THE CONTACT OWNS A 2009 TOYOTA HIGHLANDER. THE VEHICLE WAS REPAIRED BY AN AUTHORIZED DEALER FOR THE RECALL ASSOCIATED WITH NHTSA CAMPAIGN ID NUMBER 10V023000, VEHICLE SPEED CONTROL: ACCELERATOR PEDAL. UPON RECEIVING THE VEHICLE HE WAS DRIVING APPROXIMATELY 22 MPH AND WHEN HE REMOVED HIS FOOT FROM THE ACCELERATOR PEDAL, THE VEHICLE DID NOT STOP ACCELERATING. THE VEHICLE WAS NOT TAKEN TO BE EXAMINED FOR THE CAUSE OF FAILURE AND WAS NOT REPAIRED. THE FAILURE CONTINUED TO OCCUR WHENEVER HE RELEASED THE ACCELERATOR PEDAL. THE FAILURE AND CURRENT MILEAGES WERE 14,100.

Additional Summary:

Date of Incident: 20101022
Toyota ID No.:
NHTSA ODI No.: 10363698
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: MIRAMAR, FL

NHTSA Summary:

ON THE MORNING OF OCT 22 '10 , I WAS ON MY WAY TO WORK WHEN SUDDENLY MY 2009 TOYOTA CAMRY ACCELARATED, I TRIED APPLYING THE BRAKES, HOWEVER TO NO AVAIL.. I TRIED TO STEER THE CAR OUT OF THE WAY DUE TO IT WAS A BUSY INTERSECTION ..IT FINALLY CAME TO A STOP WHEN IT CRASHEDT HEAD ON INTO A VEHICLE (AFTER CRASHING INTO 2 MORE ON THE WAY), THE AIRBAGS NEVER DEPLOYED, ALSO NOTE THAT I HAD TAKING IT A FEW MONTHS BACK FOR THE RECALL; I WAS BRUISED , HOWEVER THE MENTAL SCARS WHICH ARE THE WORSE, CANNOT BE SEEN, CONSTANTLY THINKING OF WHAT COULD HAVE BEEN, I'M REPORTING THIS INCIDENT BECAUSE EVEN THOUGH I WOULD NEVER WANT ANYONE TO GO THRU WHAT I WENT THRU, UNFORTUNATELY IT WILL CONTINUE TO HAPPEN IF NOTHING IS DONE ABOUT IT, I AM URGING THE NHTSA AND ANY OTHER ENTITIES THAT HAVE THE POWER, TO KEEP THE ROADS & THE PUBLIC SAFE, THIS IS AN URGENT MATTER AND HOPEFULLY SOMETHING DRASTIC CAN BE DONE BEFORE WE LOSE MORE LIVES.

Additional Summary:

Date of Incident: 20101028
Toyota ID No.:
NHTSA ODI No.: 10365905
Vehicle Make 2008 TOYOTA TUNDRA
Location of Incident: LOS ANGELES, CA

NHTSA Summary:

UNINTENDED ACCELERATION. I WAS IN A STOP POSITION WAITING FOR TRAFFIC SIGNAL TO CHANGE, WHEN THE VEHICLE WANTED TO ACCELERATE ON IT OWN THRU THE INTERSECTION, WHILE MY FOOT WAS ON THE BRAKE. THE TRAFFIC SIGNAL WAS STILL RED FOR ME. THE ENGINE INDICATOR LIGHT WAS ON, VSC OFF, TRACTION CONTROL SYSTEM INDICATOR WAS ALSO LITE. MULTI-INFORMATION DISPLAY MPG GALLON GUAG WAS GETTING STUCK AT 60MILES PER GALLON. TIRE PRESSURE SENSOR KEEP COMING ON. VEH. STARTED TO IDLE ROUGH. I TOOK MY VEH. TO THE TOYOTA DEALER FOR INSPECTION AND SERVICE. THEY KEEP MY VEH. FROM APPROX FROM OCT 29,10 TO NOV.6,10. TOYOTA DEALER RESPONSE WAS THAT THE ENGINE HAD A SEVERE MISSFIRE THAT MAY HAVE BEEN TAKEN FOR A SLIGHT SURGE. THE #1 & 3 FUEL INJECTORS REPLACED. ACCELERATION PEDAL REPLACED. ON NOV. 13,10 THE VEH. HAD UNINTENDED ACCERATION ON TWO SEPARATE OCCOCASION WHEN PARKING VEH. IN DRIVEWAY. THE VEHICLE WAS BURNING RUBBER WHILE I HAD FOOT ON BRAKE, BECAUSE WE WOULD HAVE GONE THRU GARAGE DOOR. I CALLED THE TOYOTA DEALER FROM LOCATION, WHO MADE AN APPOINTMENT FOR 11-15-10 AT 7AM. DEALER STATED THAT TOYOTA WAS COMMING DOWN ON THURSDAY 11-18-10 TO INSPECT VEHICLE. I DID NOT HEAR A BACKFIRE FROM ENGINE ON IST INCIDENT. 2ND INCIDENT HAD TWO PASSENGERS,, AND TWO WORKERS WAITING AT LOCATION WHO WITNESED BOTH INCIDENTS.

Additional Summary:

Date of Incident: 20101030
Toyota ID No.:
NHTSA ODI No.: 10363755
Vehicle Make 2007 LEXUS ES350
Location of Incident: TORRANCE, CA

NHTSA Summary:

TL* THE CONTACT OWNS A 2007 LEXUS ES350. THE CONTACT WAS DRIVING 5 MPH AND PREPARING TO STOP AT A LIGHT WHEN THE VEHICLE SURGED FORWARD. THE CONTACT STATED THAT THE ENGINE EXHIBITED AN UNUSUAL INCREASE IN RPMS WHEN THE FAILURE OCCURRED. THE LOCAL DEALER WAS CONTACT AND THEY REFERRED THE CONTACT TO THE MANUFACTURER. THE CONTACT STATED THAT HE RECEIVED

NOTIFICATION OF NHTSA CAMPAIGN ID NUMBER: 09V388000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL). THE CONTACT STATED THAT THE RECALL REPAIR WAS PERFORMED PRIOR TO THE FAILURE. THE VEHICLE WAS NOT FURTHER INSPECTED OR REPAIRED. THE FAILURE MILEAGE WAS 14,000.

Additional Summary:

Date of Incident: 20101111
Toyota ID No.:
NHTSA ODI No.: 10369494
Vehicle Make 2009 TOYOTA COROLLA
Location of Incident: SOUTHBEND, IN

NHTSA Summary:

TL- THE CONTACT OWNS A 2009 TOYOTA COROLLA. THE CONTACT WAS INVOLVED IN A CRASH. WHILE PULLING INTO A PARKING SPACE DRIVING APPROXIMATELY 1 MPH, THE CONTACT STATED THAT SHE HEARD A LOUD NOISE WHEN THE VEHICLE ACCELERATED WITHOUT WARNING CAUSING HER TO HIT A CONCRETE POST. THE VEHICLE HAD PREVIOUSLY BEEN REPAIRED UNDER NHTSA CAMPAIGN ID: (10V017000 -VEHICLE SPEED CONTROL: ACCELERATOR PEDAL); HOWEVER, THE VEHICLE CONTINUED TO ACCELERATE. THE DEALER WAS NOTIFIED, BUT OFFERED NO ASSISTANCE. THE MANUFACTURE WAS INFORMED AND THE CONTACT IS AWAITING THE RESULTS FROM THE INVESTIGATION. A POLICE REPORT WAS AVAILABLE. THE VEHICLE WAS NOT REPAIRED. THE CURRENT AND FAILURE MILEAGES WAS APPROXIMATELY 10,000. BW

Additional Summary:

Date of Incident: 20101114
Toyota ID No.:
NHTSA ODI No.: 10365780
Vehicle Make 2007 TOYOTA PRIUS
Location of Incident: ASHEVILLE, NC

NHTSA Summary:

TL* THE CONTACT OWNS A 2007 TOYOTA PRIUS. THE CONTACT STATED THAT WHILE DRIVING 2 MPH, THE VEHICLE ABNORMALLY ACCELERATED. THE CONTACT WAS UNABLE TO STOP THE UNINTENDED ACCELERATION AS THE VEHICLE PROCEEDED OVER A SLAB OF CONCRETE BARRIERS AND CRASHED INTO THE BRICK WALL OF A BUILDING. THE AIR BAGS DID NOT DEPLOY AND THE CONTACT SUSTAINED MODERATE INJURIES. A POLICE REPORT WAS AVAILABLE. THE VEHICLE WAS PREVIOUSLY REPAIRED UNDER NHTSA CAMPAIGN ID NUMBER: 09V388000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL) PRIOR TO THE CRASH. THE CONTACT CALLED THE MANUFACTURER AND WAS AWAITING A RESPONSE. THE CURRENT AND FAILURE MILEAGE WAS APPROXIMATELY 17,000.

Additional Summary:

Date of Incident: 20101124
Toyota ID No.:
NHTSA ODI No.: 10373386
Vehicle Make 2005 TOYOTA PRIUS
Location of Incident: DAVENPORT, IA

NHTSA Summary:

IN DECEMBER 2010, 2005 TOYOTA PRIUS WAS TAKEN TO DEALER FOR PEDAL MODIFICATION AS PART OF THE FLOOR MAT ACCELERATOR PEDAL ENTRAPMENT RECALL. THE DEALER DID NOT EXPLAIN THAT PEDAL WAS ACTUALLY BEING SHORTENED BY CUTTING OFF 1/4 INCH AT THE BOTTOM. AFTER THE RECALL MODIFICATION WAS COMPLETED, ACCELERATOR PEDAL BECAME STUCK ON AFTER-MARKET FLOOR MAT THAT HAD BEEN IN PLACE IN THE VEHICLE SINCE DECEMBER 2005. DEALER DID NOT MENTION THIS POSSIBILITY AT THE TIME OF THE RECALL FIX. (PRIOR TO MODIFICATION, VEHICLE OWNER HAD CHECKED TO MAKE SURE THAT FLOOR MAT WAS PROPERLY ANCHORED AND THAT THERE WAS NO WAY FOR ACCELERATOR TO BECOME TRAPPED.) IN THIS CASE, THE MODIFICATION INTENDED TO PREVENT FLOOR MAT ENTRAPMENT ACTUALLY CAUSED THE PEDAL TO BECOME STUCK.

Additional Summary:

Date of Incident: 20101124
Toyota ID No.:
NHTSA ODI No.: 10368059
Vehicle Make 2007 LEXUS ES350
Location of Incident: RED OAK, TX

NHTSA Summary:

MY 2007 LEXUS HYPER ACCELERATED. I HAD THE RE-CALL WORK DONE ON THIS. IT WAS AS IF THE CAR HAD A MIND OF IT'S OWN IT WAS DAMAGED AND I WAS HURT

Additional Summary:

Date of Incident: 20101127
Toyota ID No.:
NHTSA ODI No.: 10367974
Vehicle Make 2009 TOYOTA TACOMA
Location of Incident: GAINESVILLE, GA

NHTSA Summary:

WHILE DRIVING MY 2009 TOYOTA TACOMA SPORT PICK-UP TRUCK IN A LOWES HOME IMPROVEMENT CENTER PARKING LOT TODAY (11/27/10 AT 2:25 PM), MY TACOMA BEGAN A VERY RAPID ACCELERATION AS I PUT MY

FOOT ON THE BRAKE TO SLOW DOWN ROUNDING AN ISLE TURN IN THE LOT AND PREPARING TO PARK THE VEHICLE. I APPLIED IMMEDIATE HEAVY PRESSURE ON THE BRAKE SINCE A TOYOTA PRIUS WAS RIGHT IN FRONT OF ME AND I DID NOT WANT TO HIT IT. DURING MY BRAKING THE REAR TIRE(S) WAS SPINNING AND SCREAMING ON THE PAVEMENT. THE TRUCK MOVED FORWARD ABOUT 5 FEET AND THEN THE MOTOR SHUT OFF AS I WAS REACHING TO TURN OFF THE IGNITION. WHEW! THIS HAPPENED IN ALL OF A SPAN OF MAYBE 4 TO 5 SECONDS. THANK GOD I HAD JUST RECENTLY TAKEN THE TRUCK IN FOR A RECALL WHERE THE DEALER CUT BACK THE ACCELERATOR PEDAL AND INSTALLED NEW SOFTWARE TO SHUT OFF THE ENGINE WHEN THE BRAKE WAS APPLIED. THIS NEW SOFTWARE SAVED MY BUTT AND THAT OF THE PRIUS TOO. WHO KNOWS THE DAMAGE THAT MIGHT HAVE BEEN DONE WITHOUT IT. THIS IS MY (THE TACOMA'S) 3RD RAPID ACCELERATION INCIDENT AND 3RD TIME I AM REPORTING TO THE NHTSA. FIRST REPORT WAS ON 12/03/09 ID: 174319. THIS TIME I WAS PARKED WITH THE MOTOR RUNNING. UPON MOVING THE SHIFT LEVER FROM P TO N THE MOTOR RAPIDLY ACCELERATED. SINCE THE CAR WAS IN NEUTRAL I WAS ABLE TO SHUT OFF THE IGNITION. I TOOK THE TRUCK TO THE DEALER THE NEXT DAY AND THEY "FOUND NO PROBLEM". RIGHT! MY SECOND REPORT TO THE NHTSA WAS ON 4/14/10 OI: 10325627. SAME PROBLEM AS WITH THE FIRST REPORT TO THE NHTSA. I DID NOT TAKE IT TO THE DEALER THIS TIME BECAUSE I KNEW THAT THEY WOULD "NOT FIND ANYTHING." FOR THIS LATEST INCIDENT I AM TAKING THE TRUCK IN ON MONDAY MORNING, 11/29/10 AT THE DEALER'S REQUEST TO ME TODAY. REGARDLESS OF WHAT THE DEALER MAY SAY TO ME OR DOES, I AM GETTING RID OF THE TACOMA. IT HAS BECOME TOO DANGEROUS TO DRIVE. I AM LUCKY MY WIFE WAS NOT DRIVING THE TACOMA WHEN THIS LAST INCIDENT HAPPENED.

Additional Summary:

Date of Incident: 20101201
Toyota ID No.:
NHTSA ODI No.: 10371722
Vehicle Make 2010 TOYOTA PRIUS
Location of Incident: MALBA, NY
NHTSA Summary:

2010 TOYOTA PRIUS. CONSUMER STATES UNINTENDED ACCELERATION *TGW THE CONSUMER STATED HIS WIFE DROVE OVER WHAT IS CALLED A SLIGHT DEPRESSION IN A PARKING SPACE, THAT HIS WIFE TURNED INTO. WHEN HIS WIFE MADE THE TURN, THE VEHICLE LUNGED FORWARD AND HIT ANOTHER VEHICLE CAUSING SIGNIFICANT DAMAGE TO THE OTHER VEHICLE AND MINIMAL DAMAGE TO THE PRIUS. THE CONSUMER ALSO STATED WHEN HE HIT A BUMP IN THE ROAD, THE VEHICLE UNEXPECTEDLY LUNGED FORWARD. THE CONSUMER STATED THE

VEHICLE WAS SERVICED DUE TO A RECALL. HOWEVER, IT SEEMED AS THOUGH THE PROBLEM HAS NOT BEEN RESOLVED. *JB

Additional Summary:

Date of Incident: 20101201
Toyota ID No.:
NHTSA ODI No.: 10371978
Vehicle Make 2007 TOYOTA TUNDRA
Location of Incident: METAIRIE, LA

NHTSA Summary:

TL-THE CONTACT OWNS A 2007 TOYOTA TUNDRA. THE VEHICLE WAS PREVIOUSLY REPAIRED FOR THE RECALL ASSOCIATED WITH NHTSA CAMPAIGN ID NUMBER 10V017000, VEHICLE SPEED CONTROL:ACCELERATOR PEDAL. WHILE DRIVING APPROXIMATELY 20 MPH THE CONTACT DEPRESSED THE ACCELERATOR TO THE FLOOR AND THE VEHICLE BEGAN TO ACCELERATE. WHEN PRESSURE WAS RELEASED FROM THE ACCELERATOR PEDAL THE VEHICLE CONTINUED TO SURGED FORWARD. THE CONTACT WAS NOT SURE WHETHER THE ACCELERATOR PEDAL WAS STUCK TO THE FLOOR OR NOT DURING THE FAILURE. PRESSURE WAS THEN APPLIED TO THE BRAKE PEDAL BUT THE VEHICLE CONTINUED TO SURGE FORWARD UNTIL IT WAS SHIFTED INTO NEUTRAL. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER WHERE THEY WERE IN THE PROCESS OF DIAGNOSING THE FAILURE. THE VEHICLE WAS NOT REPAIRED. THE FAILURE AND CURRENT MILEAGES WERE 23,000. SM.

Additional Summary:

Date of Incident: 20110120
Toyota ID No.:
NHTSA ODI No.:
Vehicle Make 2009 TOYOTA TACOMA
Location of Incident: Aurora, MO

NHTSA Summary:

Additional Summary:

Cold start, snowing out, pulling into the garage to get it out of the snow with foot on the brake. Driver reported that he thought he was sliding initially because the vehicle kept pulling forward. Pressed hard on the brake but the vehicle proceeded to the wall in the garage. When he realized it wasn't stopping he shifted out of gear. Was able to reverse away for the wall. Minor damage to the bumper cover and crushed a concrete block.

The vehicle has a rubber Tacoma floor mat with a big cutout around the accelerator pedal. Owner reports that there are no clips. He purchased the vehicle recently from Atlanta.

The temperature was 22 degrees outside. Doesn't recall that the engine was revving high.

