

# Toyota Sudden Unintended Acceleration

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## **Acknowledgements**

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We undertook this effort solely to help consumers who have suffered incalculable personal and economic losses and advance our public safety mission. It is our intention, in publishing this report, to provide a comprehensive accounting of the public record surrounding this complex problem. We hope it will encourage Toyota to take swift action and produce policy changes to prevent future tragedies.

This report was a collaboration among the entire SRS staff: Sean E. Kane; Ellen C. Liberman; Felix Click; Tony DiViesti; Melanie MacDonald; Lauri Stevenson; Ann Boudreau; Sharon Mitchell; Marilyn Charest; Ryan Gousie and Sarah Madsen.

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# **Toyota Sudden Unintended Acceleration**

## **Executive Summary**

This report examines the complexities and inconsistencies within the public record on Sudden Unintended Acceleration (SUA) incidents involving Toyota vehicles. It concludes that neither Toyota nor the National Highway Traffic Safety Administration (NHTSA) has identified all of the causes of SUA in Toyota and Lexus model vehicles, nor has the automaker implemented remedies that address the types of complaints consumers are reporting.

Since 1999, at least 2,262 Toyota and Lexus owners have reported to the National Highway Traffic Safety Administration, the media, the courts and to Safety Research & Strategies that their vehicles have accelerated suddenly and unexpectedly in a variety of scenarios. These incidents have resulted in 815 crashes, 341 injuries and, 19 deaths potentially related to sudden unintended acceleration.

Toyota's SUA problems span many years, makes and models. The scenarios in which they occur show different patterns of problems. Like many wide-spread problems, rarely is there a single root-cause. Toyota's recalls to date and continuing consumer complaints show this.

In 2003, the National Highway Traffic Safety Administration launched the first of eight separate investigations into SUA, beginning in 2003, into this phenomenon in Lexus models and Toyota Camry, Tacoma and Sienna vehicles. The agency never determined a cause for these incidents in five of the investigations; three resulted in determinations that all-weather accessory floor mats or vehicle trim had interfered with the accelerator pedal.

Toyota initially blamed customers for improperly installing accessory floor mats and resisted taking widespread action. In 2005 and 2007, the automaker launched two small recall campaigns. The first corrected an accelerator that could stick in Lexus IS250 vehicles; the second replaced all-weather floor mats in a limited group of 2007 and 2008 Lexus and Camry vehicles. More recently, under growing public pressure, Toyota has initiated much larger recalls to redesign floor mats, shorten the accelerator pedal, and in some vehicles, install a brake override feature. The automaker has also launched a second recall for sticky accelerator pedals.

Toyota has been slow to accept its responsibility in creating this safety hazard. That floor mats could so easily entrap the accelerator pedal suggests design flaws that could encompass the mat, the floor arrangement on the driver's side, the pedal mechanism itself, the pedal placement or any combination of these factors.

An accelerator pedal that is slow to return to idle requires repair, but does not cause Sudden Unintended Acceleration.

The agency's investigations have been too brief and cursory to find other causes. Its decisions to open or close probes, based on shifting statistical bases, have contributed to a continuing safety issue. That may be the result of a lack of electronic expertise, the resources to fully investigate the electronic causes, or a bias against non-mechanical causes, rooted in the 25-year, and frequently controversial, history of SUA.

Nonetheless, there is ample evidence to suggest that neither Toyota nor NHTSA have identified all of the causes of SUA in Toyota vehicles or all of the vehicles plagued by this problem. Of the 2,262 complaints, about half are from drivers of vehicles that haven't been recalled. The complaint data also show that replacing a sticking pedal or the floor mat will not resolve the problem, because:

- Drivers experience SUA when their vehicle is in idle mode.
- Drivers experience SUA when their foot is on the brake.
- Drivers experience SUA when no all-weather accessory floor mats are present or are properly installed.
- Drivers report that the vehicle accelerates while at constant highway speed.

These scenarios don't square with the current theories. Absent a mechanical cause, the automaker and the regulators must look more closely at the vehicle control systems, including the electronic throttle control assembly and the associated sensors. Toyota has consistently argued that its electronic throttle control design and failsafe systems are infallible. Drivers' experiences clearly prove that this is not true. Random, intermittent electronic faults are hard to detect, but they do occur – the electrical contacts, electromagnetic interference, and the programming of the electronic controls are all possible points of breakdown or interruption in an electronic system.

Regardless of the causes of sudden unintended acceleration in Toyota and Lexus vehicles, the automaker's first step should be measures to protect the public. The implementation of a brake-to-idle feature across all model lines and years may be a significant step in that direction. With this feature, the signal to brake would take precedence – even if the throttle were fully open. The brake override allows drivers to regain control of a runaway vehicle.

Sudden Unintended Acceleration is a contentious topic in automotive circles. The debate was born in the 1980s, when angry Audi owners, claiming that their vehicles could suddenly accelerate, were crashing their vehicles with alarming frequency. Audi blamed drivers unfamiliar with its vehicles. Drivers could not be persuaded that they had made an error. Five recalls ensued. Whether you believe that Audi was unfairly maligned or that the regulators failed, the lessons of the past are not necessarily instructive to the problems of the present. The Bowden cable, the linchpin of mechanical throttle designs, is rapidly becoming an obsolete technology. Vehicles are now complicated interfaces where mechanical systems are controlled by increasingly sophisticated electronics. Any examination of SUA must fully explore the interactions between the two, as well as simpler, easy-to-understand causes. This has not yet been done for the Toyota SUA incidents.

## **Introduction**

On August 28, 2009, California Highway Patrol Officer Mark Saylor, his wife, young daughter and brother-in-law died in a horrific crash, when the 2009 Lexus ES 350 Saylor had been driving, “failed to stop at the end of Highway 125.”<sup>1</sup> According to the report filed a month later by NHTSA investigators, Saylor’s Lexus, a loaner from Bob Baker Lexus of El Cajon, Calif., “entered the T-intersection and collided with a Ford Explorer. The Lexus continued on past the end of the T-intersection and struck an embankment, at which time it became airborne. The Lexus eventually came to rest in a dry riverbed where it burned for an extended period of time.”<sup>2</sup>

Mark Saylor, his wife Cleofe, their 13-year-old daughter, Mahala, and brother-in-law Chris Lastrella were not the first occupants to die in a crash caused by Sudden Unintended Acceleration (SUA) in a Toyota or Lexus vehicle. An estimated 19 occupants have died in Toyota vehicles in which the driver or occupants described a scenario in which their vehicle inexplicably accelerated without their input and could not be stopped. But the moments before the Saylor crash were captured in a frantic and publicly broadcast 911 call from Lastrella, describing panic in a runaway vehicle.

It was a watershed moment in a crisis that had been forming for at least six years, caused by Toyota’s neglect and failure to address the root causes, and by the National Highway Traffic Safety Administration’s failure to identify any safety-related defect trends despite the steady stream of complaints. Since 2003, NHTSA’s Office of Defect Investigations (ODI) has opened eight separate investigations into allegations of Sudden Unintended Acceleration involving Camry, Lexus ES 350, Sienna and Tacoma vehicles – five of which included Lexus vehicles. Most have been very brief, cursory, and closed with no defect finding. The only cause the agency has ever found for Toyota SUA has been pedal interference caused by floor mats, or in the case of the Toyota Sienna, trim interference.

In the past, Toyota had successfully responded by denying that any problem existed – but if pushed, blamed consumers for installing accessory floor mats that could entrap the accelerator pedal and agreed to replace the mats, or post warnings. This remedy had satisfied NHTSA – until the Saylor crash – which put renewed pressure on Toyota and the agency, to, at the very least come up with a much more substantive remedy.

Many could not understand why a highly experienced California Highway Patrol officer couldn’t safely bring the vehicle under control and to a stop. After an inspection of the burned vehicle, NHTSA declared that the cause was an unsecured accessory all-weather floor mat entrapped the accelerator pedal. The inspection noted:

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<sup>1</sup> REPORT: Vehicle and Crash Site Inspection of 2009 Lexus ES-350 ; DP09001; Bill Collins; NHTSA; September 30, 2009

<sup>2</sup> REPORT: Vehicle and Crash Site Inspection of 2009 Lexus ES-350 ; DP09001; Bill Collins; NHTSA; September 30, 2009

“The mat was not secured by either of the two retaining clips. The right clip was installed into the grommet of the carpeting but not installed into the mat. The left clip was found under the middle of mat but was not clipped to either the carpet or the rubber mat. Removal of the mat was difficult because the bottom edge of the accelerator pedal had melted to the upper right corner of the mat. Further inspection of the mat revealed that while it was a Lexus brand mat, it was not the correct application for the vehicle.”<sup>3</sup>

Was that really the cause? (The report is ambiguous – it does not say that the mat was found on top of the pedal, rather the pedal had burned on to the mat. The pedal mechanism was found to be in good shape, with the ability to easily spring back.) If the floor mat was to blame, Toyota is guilty of failing to acknowledge the very serious and real consequences of pedal entrapment for at least two years, since the agency pointed out in a 2007 investigation that drivers could not easily stop a runaway vehicle.<sup>4</sup>

If the floor mat did not confine the pedal, then Toyota and Lexus owners have real cause to worry that their vehicles have an unidentified defect constituting a severe safety hazard.

Over the last eight years, Toyota has ignored many consumers’ complaints, even as it quietly issued a number of Technical Service Bulletins to fix problems with its electronic throttles. The Electronic Throttle Control-intelligent (ETCS-i) throttles, first introduced in some models in 1998, were widely applied by the 2002 model year. Since 2005, Toyota has launched six recalls related to accelerator pedals – floor mat replacement was featured in four of these campaigns – although the October 2009 recall included other adjustments to the targeted vehicles. The most recent recalls, in January, were launched to replace sticking accelerator pedals on many late model Toyotas.<sup>5</sup>

Each of Toyota’s recalls have focused on mechanical root causes while the company has denied any electronic connection to unintended acceleration.

Like many large-scale defect-related tragedies, there is rarely a singular cause or event at the root of a problem; rather, a number of issues align. Firestone tire/Ford Explorer rollovers that dominated the news at the beginning of the decade were the result of design and manufacturing defects in the tires, combined with an application on a rollover-prone vehicle that was sensitive to tires. In addition, the tire’s long wear on the best-selling SUV ensured wide exposure.

There are many parallels between that crisis and Toyota’s problems today. It is becoming increasingly apparent that Toyota SUA incidents stem from multiple causes. Complaints have been found across many years, makes and models of Toyota vehicles, under a range of driving conditions. Consumers’ descriptions of SUA incidents do not all fit the current

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<sup>3</sup> <sup>3</sup> REPORT: Vehicle and Crash Site Inspection of 2009 Lexus ES-350 ; DP09001; Bill Collins; NHTSA; September 30, 2009

<sup>4</sup> Closing Resume EA0710; National Highway Traffic Safety Administration; October 11, 2007

<sup>5</sup> Recall 10V017; Toyota Motor Company; January 21, 2010



recall descriptions. Many consumers report sudden full-throttle occurrences when parking at low speeds with the brake applied. Others describe on-highway events in which the vehicle continues to increase in speed without pedal application. In many cases floor mats are secured or simply absent. Further, Toyota dealer and field service representatives' inspections report no physical impairments, such as a "sticky pedal."

NHTSA's failure to respond effectively to these complaints may be affected by the agency's longstanding historical bias against non-mechanical or non-driver error causes of SUA. Although electronic problems within today's increasingly computer-saturated vehicles are well-known within the auto industry, the agency has given this possible cause short shrift. It may also underscore the weaknesses of the Early Warning Reporting (EWR) system, instituted in the wake of the Ford Explorer debacle. EWR data, (in addition to consumer reported complaints) submitted to NHTSA starting in 2003 showed some Toyota and Lexus models exhibiting SUA claim rates that should have drawn closer attention to the problems.

Unraveling the complex mix of the SUA problems will take time. In the meantime, it is imperative that Toyota communicate openly and honestly with its customers and that NHTSA work to support consumers throughout this process. Many Toyota owners remain confused as the company shifts its public position, applies remedies unevenly, and fails to provide a clear, tangible and logical explanation for vehicle problems.

Regardless of the causes of sudden unintended acceleration in Toyota and Lexus vehicles, it is apparent that the automaker's first step should be measures aimed at protecting the public. The implementation of a brake-to-idle feature across all model lines and years may be a significant step in that direction. This design, found in many other manufacturers' vehicles with electronic throttles, will bring the engine to idle if both the brake and the accelerator pedals are applied. A significant number of motorists who experienced frightening SUA events reported that no amount of braking would stop the vehicle once it took off. So far, Toyota has only been willing to add a brake-to-idle feature on some Camry, Avalon and Lexus ES 350, IS 350 and IS 250 models as an "extra measure of confidence." This is inadequate.

Complaints of SUA can be found for all manufacturers. While there may be other standout makes and models, this report is focused on Toyota, an automaker with an SUA complaint problem that appears to be much broader and widespread than in other manufacturers and models.

## **Owners Complain**

### **The Data**

Toyota and Lexus owners have been complaining about sudden unintended acceleration in their vehicles for years. An independent analysis by Safety Research & Strategies (SRS) of complaint data collected by the National Highway Traffic Safety Administration, Toyota submissions to NHTSA investigations, incidents in litigation,

media accounts and accounts from individuals who have contacted SRS shows that since 1999, there have been 2,266 incidents, 819 crashes; 341 injuries and 26 potential deaths. The SRS analysis defined sudden unintended acceleration broadly as any incident in which the complainant reported an engine acceleration that was unintended – regardless of whether the car was in gear. This mirrors the consumer complaints in which drivers have likewise described incidents in which the vehicle surged while in idle mode or moving very slowly or travelling at a high rate of speed.

**Table 1. Toyota Unintended Acceleration Incidents Reported from 1999 to Jan. 19, 2010**

<b>Total Incidents</b>	<b>2262</b>
<b>Crashes</b>	<b>819</b>
<b>Injuries</b>	<b>341</b>
<b>Deaths</b>	<b>26</b>

**Table 2. Number of Injuries Resulting from Toyota Unintended Acceleration Incidents Reported 1999- Jan. 19, 2010, by Model**

4RUNNER	2
AVALON	13
CAMRY MODELS	131
COROLLA	16
ES MODELS	48
GS MODELS	2
HIGHLANDER MODELS	15
IS MODELS	5
LS MODELS	6
OTHER MODELS	10
PRIUS	13
RAV4	9
RX MODELS	12
SIENNA	20
TACOMA	31
TUNDRA	2
UNKNOWN CAMRY OR ES MODELS	6

**Table 3. Number of Potential Deaths Resulting from Toyota Unintended Acceleration Incidents Reported 1999-Jan. 19, 2010, by Model**

CAMRY MODELS	12
ES MODELS	5
HIGHLANDER MODELS	1
IS MODELS	1

**Figure 1**

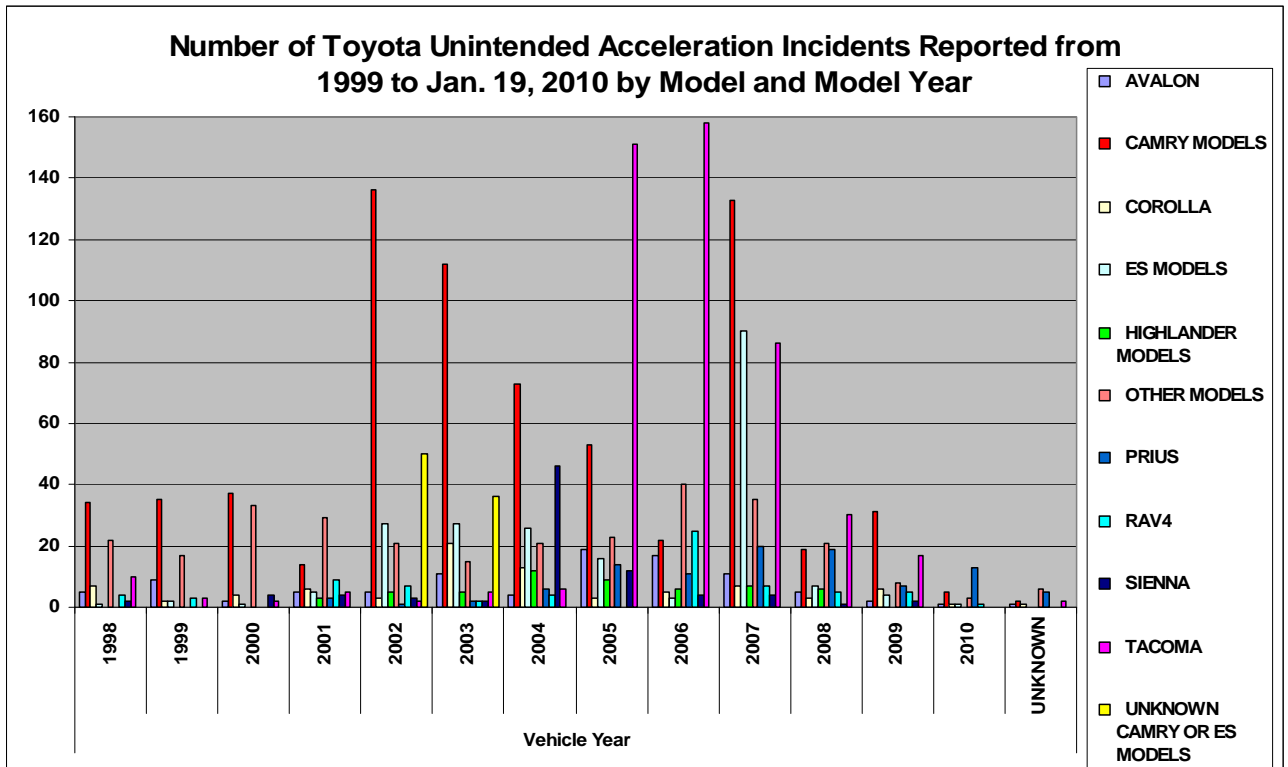
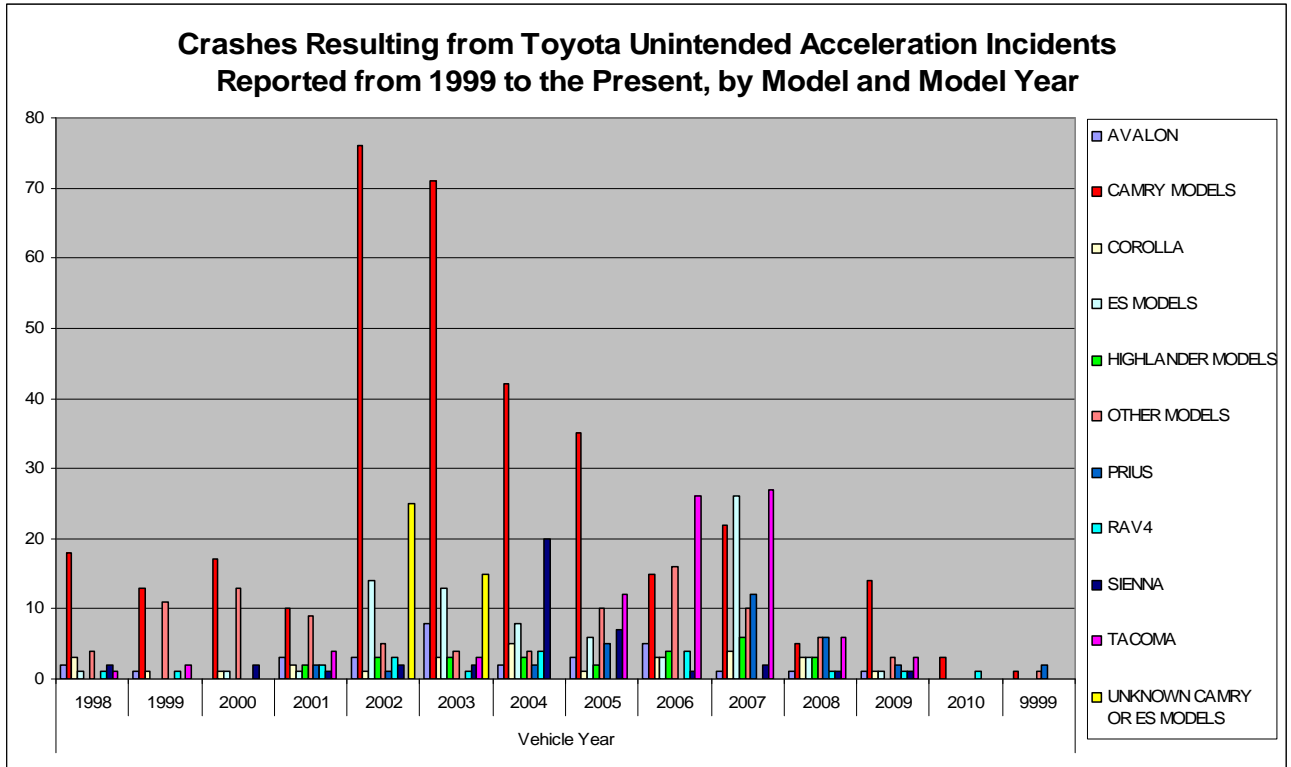


Figure 2



[Note: In order to improve visibility for the graphs, we have combined vehicle models for which there are fewer than fifty reported incidents across all years with “Other Models” category.]

It is very important to look at *all* of the available data, particularly in light of Toyota’s recent public announcements that it had determined that the problems were confined to unsecured floor mats and sticking accelerator pedals, and that the current recalls would resolve these complaints.

In the past, both Toyota and the National Highway Traffic Safety Administration have taken pains to limit their probes to specific vehicles malfunctioning in a particular way. These limitations by no means describe the entire scope of the affected vehicles; nor do they encompass all of the scenarios under which drivers report that they experience an SUA event.

Drivers have reported vehicle surges and unintended acceleration under the following conditions:

- The vehicle was at idle
- The vehicle was in reverse at low speed
- The operator’s foot was on the brake
- The vehicle was travelling at a constant highway speed

- The vehicle contained no all-weather accessory floor mats
- The accelerator pedal was not “sticking”

A number of reports allege the vehicle experienced multiple events.

For example, Kevin Haggerty, owner of a 2007 Avalon, experienced SUA multiple times; he did not have accessory floor mats, and the OE mats were secured in place.

Haggerty reported five SUA events. Several times, the vehicle accelerated without his foot on the gas pedal. The engine would return to idle after driving a few miles or after the Avalon shut down and restarted or was stopped and put into park. Haggerty’s vehicle was checked at the dealership, but they could find nothing wrong. According to his NHTSA complaint:

“Then on 12/28/09 I was driving to work on a major highway. The car began to accelerate without my foot on the gas pedal. As I pushed on the brake, the car continued to accelerate. At that time I was not able to stop my vehicle by pressing hard on the brake. The only way I was able to slow the car down was to put the car into neutral. I took the next exit, which was the exit for the Toyota dealership. I called the dealership and told the service manager to meet me outside because I was experiencing acceleration problems. I drove approximately 5 miles by alternating from neutral to drive and pressing very firmly on the brakes. As I pulled into the front of the dealership I put the car into neutral and exited the car. With the brakes smoking from the excessive braking and the car's rpm's racing the manager entered my car. He confirmed that the mats were properly in place and confirmed the rpm's were very high.”<sup>6</sup>

The Haggerty incident is particularly notable because Toyota technicians witnessed the vehicle engine racing at full-throttle, in neutral, and no mechanical causes of the incident were found. Subsequent interviews with Mr. Haggerty revealed that the Toyota dealer contacted Toyota’s regional representative in Caldwell, NJ who later inspected the vehicle. The details of this inspection were not provided to the owner. However, Toyota Motor Sales authorized replacement of the throttle body and accelerator pedal assemblies and sensors and paid for the \$1700 repairs and rental car costs. The owner was told by the Toyota dealer that the vehicle’s computer had stored no error codes and they were unsure whether the repairs would fix the vehicle.

The complaint data challenge Toyota’s assertions in a number of ways.

First, Toyota has insisted that there is no reason to believe that there could be an electronic cause of these sudden acceleration events. In news stories tied to the November 25 recall announcement, Mr. Irv Miller, Group Vice President of Toyota

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<sup>6</sup> NHTSA ODI Number: 10300210; Complaint of Kevin Haggerty; National Highway Traffic Safety Administration; December 28, 2009

Motor Sales, U.S.A., Inc. reportedly stated, “We can come up with no indication whatsoever that there is a throttle or electronic control system malfunction.”<sup>7</sup>

A scientific analysis from Quality Control Systems Corp. (QCS), however, finds that the proportion of consumer complaints related to vehicle speed control in some Toyota Camry, Tacoma, and Lexus ES vehicles is substantially higher in those models with electronic throttle control systems (Toyota's "ETCS-i") than it is for the same models without electronic throttle control.<sup>8</sup> The report also finds the proportion of reported speed control failures among complaints in the non-recalled Toyota Camrys with electronic throttle control compared to the recalled Camrys with electronic throttle control particularly troubling.

The report, written by Randy and Alice Whitfield, tested Toyota’s conclusion that there is “no indication” of a throttle or electronic control system malfunction in the recalled vehicles as an hypothesis using data taken from consumer complaints made to the National Highway Traffic Safety Administration. Whitfield stated: “On the basis of the consumer complaint data, we believe there is evidence both to question and to reject this hypothesis for the recalled vehicles in our study.”

The study was limited to the period beginning in 1999 until just before the well-known Santee, California crash in August 2009 so that the publicity surrounding the crash would not affect the study's results.

The report adds new information about the actual differences seen in complaint patterns for specific models with ETCS-i in their engines compared to the same models without ETCS-i. Even among vehicles that were not recalled, speed control-related complaints were reported at a higher rate for all three models with ETCS-i.

The report also shows differences in the reporting of speed control-related complaints for the recalled vehicles with ETCS-i compared to the non-recalled vehicles with ETCS-i. QCS found that the proportion of complaints related to speed control for the unrecalled Camrys with ETCS-i was 29 percent, compared with 25 percent for the recalled Camrys with ETCS-i.<sup>9</sup>

Second, in looking at the universe of consumer “speed control” complaints, it quickly becomes apparent that the recalls do not cover all affected vehicles. Further analysis of the total of 2,262 complaints examined by Safety Research & Strategies find that more than half – 1,122 – involve vehicles outside the current recalls. About a third (419) of these complaints involve 2002-2006 Camry (for models which could be confirmed).<sup>10</sup>

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<sup>7</sup> Toyota Recall Fails to Address 'Root Cause' of Many Sudden Acceleration Cases, Safety Expert Says; ABC News; December 7, 2009.

<sup>8</sup> Electronic Throttle Control Systems in Toyota Consumer Complaints to NHTSA, Randy & Alice Whitfield, Quality Control Systems, Corp., February 3, 2010

<sup>9</sup> Electronic Throttle Control Systems in Toyota Consumer Complaints to NHTSA; Quality Control Systems Corporation; Feb. 3, 2010

<sup>10</sup> Appendix A: Unintended Acceleration Incidents Reported 1999-January 19, 2010 Involving Vehicles Outside of the Recall Populations

Could all of these incidents be caused by a sticking accelerator or an errant floor mat? Again, the complaints indicate that pedal interference or a sticking accelerator pedal do not explain many SUA incidents. (A sampling of these complaints to NHTSA of unintended acceleration in recalled vehicles not explained by pedal and mat failures can be found in **Appendix B.**)

Following is a common scenario reported to NHTSA by one owner of a 2009 Camry from Elkridge, Maryland:

“I was in a parking lot of a shopping complex and I was trying to look for a parking spot. There was a parking spot between two cars on the right side, I slowly turned right into the spot, the car was in the spot and the car was straight and my leg was on the brakes. Unexpectedly the car started accelerating on its own, then the car with great speed climbed up the curb and hit the hair salon shop. The shop had 2-3 feet high brick wall and main door and other things are made with glass and metal frames. The car smashed the wall and glass door completely and landed inside the shop. I had to press the brakes really hard and finally it stopped there was a tire burning smell, I saw there was big drag tire mark on the shop floor. I had received a recall letter from Toyota 1-2 months back and it indicated that the driver side floor mat can interfere with the gas pedal and it had suggested to remove the floor mat and keep it in the trunks until further notice. Then I had removed all the floor mats and were in the trunk at the time of accident.”<sup>11</sup>

Similarly a Lexus owner from Freehold, New Jersey reported:

“I was driving my wife's Lexus 2008 IS 250 out of a parking lot when applying my foot on the brake the car accelerated. I now slammed my foot on the brakes and the car continued to accelerate. The only thing that stopped my car was the car in front of it with very little damage. If the car was not in front of me I was accelerating faster into on coming traffic. My floor mat is not on the floor as after the San Diego incident that was Toyota's reasoning. We were told roughly a month and half ago to take the mat out, which I did right away.”<sup>12</sup>

Russell and Laura Scotti, of Bucks County, PA are confident that the three SUA incidents they experienced in their 2009 Camry hybrid since the summer were not related to floor mats. The first time it occurred, the vehicle accelerated onto I-95 in New Jersey and continued to accelerate. Laura Scotti tried braking the Camry but the incident didn't end until she heard an audible click and the acceleration stopped. At the time, the vehicle was equipped with after-market all-weather floor mats, but the mats, although unsecured by clips, had spikes underneath that kept them in place. The mat was not interfering.

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<sup>11</sup> NHTSA ODI Number: 10299750; National Highway Traffic Safety Administration; December 21, 2009

<sup>12</sup> NHTSA ODI Number: 10291091; National Highway Traffic Safety Administration; October 31, 2009

The Scottis removed the accessory mats anyway and left the OE carpet mats clipped in place. One month later, the Camry experienced a second event. Again, as she accelerated onto the highway, the car kept going. This time, she applied both the brake and the emergency brake and was able to stop the Camry by pulling onto shoulder and turning off the key. The dealer claimed that the floor mat had caused the event, even though it was securely in place.

Scotti removed the carpet mats. Then, Scotti experienced a third SUA incident. This time, the Camry hit about 70 or 80 mile per hour before Scotti heard an audible “click” and the vehicle returned to idle. Scotti returned to the dealer, and three days later, a Toyota representative examined the car – and found nothing.

According to these reports, these drivers did not have floor mats in their vehicles during the SUA and/or they had not depressed the accelerator. Further, these complaint scenarios are repeated by hundreds of drivers – foot on brake, driving at a low speed (often in a parking lot), or a highway speed when the vehicle rapidly accelerates. Other drivers have also noted hearing an audible click sound before their vehicles return to normal.

### **Early Warning Reporting Data**

In 2003, manufacturers began submitting early warning reports, as required by the Transportation Recall Enhancement Accountability and Documentation (TREAD) Act. This system, established in the wake of the Firestone tire / Ford Explorer tragedies, was supposed to alert the automakers and NHTSA to defect trends. The National Highway Traffic Safety Administration collects manufacturer information related to death, injury, property damage, warranty claims, field reports and production numbers, each quarter as the basis for evaluating emerging problems. How well did it work in the case of sudden unintended acceleration claims involving Toyota/Lexus vehicles?

A review of the data by Quality Control Systems of EWR data compiled from NHTSA's Early Warning Reporting database through the first quarter of 2008 found that two of the top five injury claims included 2007 Lexus ES350 and Toyota Camry “Speed Control.” This ranking is notable because both vehicles were part of Toyota’s floor mat recall (Recall 07E082) that included 2007 and early 2008 model Camry and Lexus ES models. Dealers received notice of this recall in September 2007. By the end of the first quarter of 2008, a high ranking in the EWR injury claims appears to indicate that either the recall was not effective in solving the problem or that the recall was poorly implemented. Either way, these data provided evidence of a continuing problem.

According to QCS, the vehicle fleets on the list appear in rank order, based on the unusual distribution of injury claims associated with each fleet. The order of these fleets in the list is not based on simple counts of claims. (This technique is related to one described in the paper found at: *Injury Prevention*, April 2004, 10:88-92 by R. A. Whitfield and Alice K. Whitfield. This methodology has been criticized by NHTSA.)



This Period	Fleet - Component	Last Period	Times on List	Notes
1	LEXUS ES 350 4D 2007 - Speed Control	-	3	Possibly related recall 07E082000
2	FORD TRUCK EXPLORER 4D 4X2 2002 - Visibility	3	10	Possibly related recall 07E104000 Possibly related "special service campaign" 011010000
3	JEEP LIBERTY 4D 4X4 2002 - Suspension	-	1	Possibly related recall 03V460000
4	TOYOTA CAMRY 4D 2WD 2007 - Speed Control	-	1	Possibly related recall 07E082000
5	FORD TRUCK F350 CREW C PU 4X4 2004 - Engine & Engine Cooling	-	1	Possibly related petition, but no recall DP05005

*Quality Control Systems, Corp., Rankings: Early Warning Reporting system through the first quarter of 2008.*<sup>13</sup>

In early September 2009, Quality Control Systems Corporation released another analysis of the publicly available EWR death and injury data covering 2003-2008. QCS identified their top 10 vehicles with troubling trends for injuries and deaths. Number five was the Lexus ES with speed control problems.<sup>14</sup>

Using five and a half year's worth of death and injury claims, QCS was able to show which vehicles are involved in unusual patterns of deaths and injuries. They correlated those data with consumer complaints (Vehicle Owner Questionnaires, VOQs) in the NHTSA databases. Finally, QCS associated injuries/deaths and consumer complaints with recalls that were launched to address related problems. For the first time since the QCS began mining the EWR deaths and injuries information, each of the vehicle and component combinations on their top 10 list appeared to be clearly linked to specific consumer complaints. These problems, in turn, appeared to be well-recognized issues supposedly addressed by earlier recalls – potentially indicating that the recalls were failing to address the problems.

<sup>13</sup> Vehicle Safety Information Resource Center, October 2009

<sup>14</sup> Government Data Mired in Secrecy; Randy and Alice Whitfield; press release; Quality Control Systems Corporation; September 4, 2009

Fleet	Potentially Related Consumer Complaints	Potentially Related Recalls
2002 Ford Explorer	Liftgate hinges and struts, shattered glazing	04V442000
2004 Chevrolet Venture	Sliding power door and handle	04V597000
2004 Ford F-350 SD	Engine stalls	05V270000
2003 Ford Explorer	Liftgate hinges and struts, shattered glazing	04V442000
2007 Lexus ES 350	Unintended accelerations	07E082000
1999 Ford Explorer	Tire-related, loss of control crashes	00T005000
2004 Ford F-250 SD	Engine stalls	05V270000
2004 Toyota Tundra	Loss of control due to ball joint separation	05V225000
2002 Jeep Liberty 4X4	Loss of control due to ball joint separation	03V460000
2000 Ford Expedition	Control switch fires	05V017000

## NHTSA Investigates

NHTSA has opened eight different investigations into SUA since 2003. Six were initiated by consumers' Defect Petitions. Only one – DP0400 involving SUA in 2002-2003 Lexus ES vehicles – was granted formal investigation status and rose to the Preliminary Evaluation stage. The other two investigations started as Preliminary Evaluations: PE07016 was initiated by five complaints and three crashes with injuries;<sup>15</sup> PE08025, involving 54,000 2004 Toyota Siennas, was opened based on a single complaint of unwanted acceleration, with no deaths or injuries.<sup>16</sup>

This is highly unusual – that the agency would examine a single manufacturer for unintended acceleration with such frequency, and that six separate consumers would initiate Defect Petitions on a single issue.

In eight investigations, why hasn't the Office of Defect Investigations ever discovered any electronic problems? We can not evaluate the entire record because we do not have access to it. Toyota has requested and obtained confidentiality for some critical pieces of the puzzle; most centrally, its throttle design and the Failure Modes and Effects Analysis documents, which show how engineers have envisioned system failures and their likely consequences. However, the public record does indicate several problems with past investigations: they have been opened and closed too quickly to get to the root of a complex problem; critical data have been excluded from the analysis; the agency lacks expertise in the area of electronic forensics and has ignored inconsistencies, accepting in whole Toyota's explanations – that electronic failure cannot occur unless its diagnostic system catches them; and the agency has an institutional bias against a non-mechanical or non-driver cause of sudden acceleration.

<sup>15</sup> PE07016; Opening Resume; National Highway Traffic Safety Administration; March 29, 2007

<sup>16</sup> PE08025; Opening Resume; National Highway Traffic Safety Administration; April 10, 2008

In myriad investigations NHTSA has conducted, only a tiny fraction of the crashes and injuries have been counted as part of working dataset. Three fatalities have been referenced, but only one has ever been officially considered by the agency in an SUA investigation. (Even though the August 2009 Saylor crash in Santee, California, which killed the driver and three occupants, has driven all the recent official activity by the agency and Toyota, it was not counted in the context of the open investigation at the time, according to the Closing Resume of DP09001.) In Engineering Analysis 07010,<sup>17</sup> ODI investigators describe a July 2007 fatality that was examined by NHTSA's Special Crash Investigations office, but had not been reported on a Vehicle Owner Questionnaire. "The operator reportedly traveled at speeds in excess of 100 mph for an estimated eight miles on an interstate in California before it struck two other vehicles. One of the struck vehicles and the subject vehicle caught fire. The occupant of the struck vehicle did not evacuate and died at the scene. The subject vehicle driver suffered a broken bone."<sup>18</sup>

All of the investigations were very short – in many cases open only a few months. The probes have been closed on two bases: what Toyota and the agency said were low incidence numbers – as measured by the way the problem was defined against Vehicle Owner Complaints (VOQs), warranty claims, complaints directly to the manufacturer (the usual data points), and the agency and service technician's inability to locate any electronic cause of the complaints. Table 3 contains a brief chronology of the investigations.

NHTSA's investigative methods have consisted of examining the complaint/warranty claims/crash data; interviewing complainants; vehicle inspections; some laboratory testing; test drives of complainants' vehicles; and examining Toyota documents and holding discussions with Toyota.

For example, on July 7, 2004, NHTSA ODI staff memorialized a meeting that took place with Toyota after the automaker prepared sample hardware and electronic throttle components which were reviewed by NHTSA.<sup>19</sup> Toyota made a presentation to NHTSA which covered an overview and history of Toyota's ETC systems, design strategy/ETC system operation, diagnostic capabilities and failure mode fail/safe operations. The group then left to examine two vehicles a short distance away. One vehicle was outfitted with an oscilloscope, to allow monitoring of various ETC system circuits, and a circuit interrupt device, to allow simulation of component or circuit failure. The vehicle also had a modified ECM that allowed Toyota to demonstrate ETC system response to a microprocessor failure. Toyota demonstrated various types of component failures and their resistant fail/safe operation for NHTSA assessment. These types of meeting never yielded any insight into how the electronic throttle system could be malfunctioning in a way that the diagnostic fault code system couldn't detect.

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<sup>17</sup>; Engineering Analysis 07010; Closing Resume; National Highway Traffic Safety Administration;; October 11, 2007

<sup>18</sup> Engineering Analysis 07010; Closing Resume; National Highway Traffic Safety Administration;; October 11, 2007

<sup>19</sup> Technical Meeting with Toyota; PE04021; Scott Yon; National Highway Traffic Safety Administration;; July 7, 2004

NHTSA also did some independent testing at the agency’s Vehicle Research and Test Center in Liberty, Ohio. The latter turned up a potentially important clue that the electronic throttle could be affected by magnetic interference: “Magnetic fields were introduced in proximity to the throttle body and accelerator pedal potentiometers and did result in an increase in engine revolutions per minute (RPM) of up to approximately 1,000 RPM, similar to a cold-idle engine RPM level. Mechanical interferences at the throttle body caused the engine to shut down.”<sup>20</sup>

(That electromagnetic forces could interfere with the throttle system was something Toyota already knew. The MY 2003 Camry owner’s manual warns that the installation of a mobile two-way radio system could affect electronic systems, including the fuel injection, electronic throttle control system, cruise control system, and other electronics.”<sup>21</sup>)

**Table 3. NHTSA Investigations of Toyota SUA**

Investigation number	Opened	Vehicles	Upgraded	Closed	Reason
DP03003	7/17/03	1997-2000 Lexus LS; GS 400	No	9/23/03	No data to support further investigation
DP04003	2/4/10	2002-2003 Lexus ES	PE04021 on 3/3/04	7/22/04	No data to support defect trend; no cause found
DP05002	8/5/05	2002-2005 Camry, Solara; Lexus ES 350	No	1/5/06	No data to support defect trend; no cause found
DP06003	9/14/06	2002-2006 Camry; Solara	No	4/3/07	No data to support defect trend; no cause found
PE07016	3/29/07	2007 Lexus ES 350	EA07010 on 8/8/07	10/11/07	Floor mat recall
DP08001	1/31/08	2006-2007 Tacoma	No	8/28/08	No data to support defect trend; no cause found
PE08025	4/10/08	2004 Sienna	EA08014 on 8/8/08	1/26/09	Floor mat recall
DP09001	4/8/09	2007 ES 350; 2002-2003 Lexus ES300	No	10/29/10	Floor mat recall and other fixes

<sup>20</sup> EA07010; Final Report: 2007 Lexus ES-350 Unintended Acceleration; Michael Monk; Vehicle Research and Test Center; April 30, 2008

<sup>21</sup> MY 2003 Camry; Owner’s Manual; Toyota 2003

## **Aborted Efforts to Look at Toyota's Most Troubled Vehicle: The Early-Model Camry**

Despite the Camry's prominent presence in the complaint data, it has only been the central subject of two investigations, initiated by defect petitions.

There is evidence that, early on, the agency intended to investigate the Camry, but this investigation was never actually opened. In July 2003, the Pasadena, Calif. owner of a 2002 Camry described an SUA incident that occurred in March 2003 while slowly backing down a long driveway with her foot on the brake. Her Camry suddenly rocketed backward and hit a palm tree. The crash then propelled the vehicle forward 130 feet, where it came to rest. The vehicle was considered a total loss and was never examined. The owner reported this incident to NHTSA, and in July, received an e-mail from the ODI staff asking for the specific details of her crash.<sup>22</sup>

“We are preparing an investigation regarding the nature of your reports so any and all information is greatly appreciated and is beneficial to our investigation,” the investigator wrote in July 2003.<sup>23</sup>

Four months later, the owner wrote a letter to NHTSA asking what had happened.<sup>24</sup> Her initial contact had apparently left the agency, and she had received a voice message from another individual identifying himself as a NHTSA staffer. Although she left messages at the number provided, no one from NHTSA ever re-contacted her. The owner followed up with a letter to the agency describing her experience. The public documentation of this case did not contain NHTSA's reply to her.

(That investigation may have been shelved by a Defect Petition 03003 filed on May 27, 2003, by Massachusetts resident Peter Boddaert, owner of a 1999 Lexus LS400, who experienced multiple instances of SUA.<sup>25</sup> Later, the 2002-2003 Camry was added to PE04021 in March 2004)<sup>26</sup>

But, in 2005, another Camry owner filed a defect petition – describing almost the exact same scenario as the Pasadena owner – same model, model year and SUA experience. Jordan Ziprin, a retired labor lawyer, living in Phoenix, AZ asked the agency to investigate after his 2002 Camry suddenly accelerated as he backed down a driveway, causing him to lose control, cut a wide arc and crash into a utility box. Ziprin said that he didn't remember if he tried to apply the brake, but he was certain he didn't apply the accelerator, because the vehicle was already moving rearward under its own power.<sup>27</sup>

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<sup>22</sup> Letter to Kathleen DeMeter from unidentified Camry owner, 10023329; November 19, 2003.

<sup>23</sup> Letter to Kathleen DeMeter from unidentified Camry owner, 10023329; November 19, 2003.

<sup>24</sup> Letter to Kathleen DeMeter from unidentified Camry owner, 10023329; November 19, 2003.

<sup>25</sup> DP03003; Defect Petition; Peter Boddaert; April 25, 2008

<sup>26</sup> PE04021; Opening Resume; National Highway Traffic Safety Administration; March 3, 2004

<sup>27</sup> DP05002 Denial of Defect Petition; Federal Register Notice; National Highway Traffic Safety Administration; December 23, 2005

The agency opened an investigation on August 5, 2005. It requested information from Toyota, performed mechanical and rudimentary computer inspections of two vehicles – Ziprin’s and another vehicle from Falls Church, VA and looked at the VOQ data.<sup>28</sup>

To bolster his argument, Ziprin mined the VOQs, looking for other similar complaints, and submitted to those he thought relevant. NHTSA investigators eventually winnowed those to 93 reports alleging throttle control problems where the brake was reportedly ineffective at controlling vehicle movement. In further examining these types of complaints, the agency found that inspections at the dealership, by Toyota or other service technicians, could find nothing wrong with the vehicles. ODI said that the complaint rate was unremarkable.<sup>29</sup>

Another 168 reports described incidents similar to Ziprin’s – where a vehicle equipped with an electronic throttle experienced an SUA at a low speed in tight quarters and crashed the vehicle. Again, ODI looked more closely at a subset of these complaints. And again, the agency indicated subsequent inspections found nothing wrong with the vehicles and the complaint rate was unremarkable.<sup>30</sup>

Toyota’s argument, in brief, was that its systems were built with multiple redundancies and that the electronic throttle control could not malfunction without its diagnostic system catching the error and employing one of four failsafe modes. It flatly rejected the very concept of unintended acceleration stating:

“With regard to allegations of unintended acceleration, *Toyota does not believe that uncontrollable acceleration can occur without the driver applying the accelerator pedal because of the several detection systems described above.* If an abnormal condition occurs, such as the ETC sending the signal to the throttle body to open the throttle without applying the accelerator pedal due to a failure of a component or a malfunction of the system, or if the throttle simply were to open on its own, the system goes into failsafe mode. In addition, the brake system and the ETC system are mechanically separated and work independently of each other. *Therefore, even if the ETC system fails, the brake system still works as designed and unintended acceleration cannot occur.* Furthermore, brake systems that fail mechanically leave evidence of their failure after the occurrence and do not return to normal operating conditions by themselves.”<sup>31</sup>

DP05002 was closed in December 2005 with no defect finding. Nine months later, another 2006 Camry owner, William Jeffers III, submitted a Defect Petition based on multiple, brief experiences of engine surging. According to the *Federal Register* notice

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<sup>28</sup> DP05002 Denial of Defect Petition; Federal Register Notice; National Highway Traffic Safety Administration; December 23, 2005

<sup>29</sup> DP05002 Denial of Defect Petition; Federal Register Notice; National Highway Traffic Safety Administration; December 23, 2005

<sup>30</sup> DP05002 Denial of Defect Petition; Federal Register Notice; National Highway Traffic Safety Administration; December 23, 2005

<sup>31</sup> DP05002; Toyota Response; November 15, 2005

denying Jeffers' petition, DP06003, his Camry did exhibit diagnostic trouble codes related to the operation of the throttle actuator.<sup>32</sup> The *Federal Register* notice also indicated that "a service technician found two diagnostic trouble codes related to the operation of the throttle actuator stored in the engine control unit's memory. After a new replacement throttle actuator was installed, another, more severe surge event occurred. Again, the Toyota dealership technician discovered a throttle actuator operation trouble code stored in memory. An electrical connector for the newly installed throttle actuator was 'adjusted' and the ground circuits were checked. NHTSA test drove this vehicle and could find nothing wrong."<sup>33</sup>

Interestingly, ODI arranged with Toyota to have the suspect actuator sent to a facility owned by the component supplier, Aisan Industry Co., Ltd. Aisan analyzed it via a physical inspection, including X-ray, mechanical testing, electrical testing, environmental testing, and destructive tear down. The final investigation report, which was confidential, found no problem.<sup>34</sup> Two years later, an anonymous correspondent from Franklin, Kentucky, home to a division of Aisan Industry, accused the supplier of shipping throttle bodies with cracked shafts that alleged could cause the throttle to open.<sup>35</sup>

DP06003 closed after eight months. ODI investigators examined the vehicle and found no problems; the investigation's examination of complaints was limited to warranty claims only. Most of Toyota's responses were confidential. No other investigations have focused solely on Camrys.

### **The Lexus Investigations**

The agency devoted four investigations of varying intensity to Lexus vehicles: DP03003; DP04003, which was upgraded to PE04021; PE07016, which was upgraded to EA07010; and DP09001. (Camry vehicles were included in PE04021 and EA07010). In the numerous investigations of Lexus vehicles, no cause has ever been found, except floor mat interference.

DP03003, opened in July 2003, after a Defect Petition was filed on May 27, 2003, by Massachusetts resident Peter Boddaert, owner of a 1999 Lexus LS400, who experienced multiple instances of SUA.<sup>36</sup> In this first investigation, NHTSA "limited the complaint count to only those complaints related to Vehicle Speed Control-linkages in its ARTEMIS consumer complaint repository."<sup>37</sup> NHTSA concluded that the Lexus was not

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<sup>32</sup> Denial of Petition; DP06003; Federal Register Notice; National Highway Traffic Safety Administration March 5, 2007

<sup>33</sup> Denial of Petition; DP06003; Federal Register Notice; National Highway Traffic Safety Administration March 5, 2007

<sup>34</sup> Denial of Petition; DP06003; Federal Register Notice; National Highway Traffic Safety Administration March 5, 2007

<sup>35</sup> Denial of Petition; DP06003; Federal Register Notice; National Highway Traffic Safety Administration March 5, 2007

<sup>36</sup> DP03003; Defect Petition Request; Peter Boddaert; April 25, 2003

<sup>37</sup> DP03003; Denial of Petition; Federal Register Notice; Vol. 68; Pg. 55076; National Highway Traffic Safety Administration; September 22, 2003

over-represented, compared to peer vehicles, Cadillacs and Lincolns. “Based on this analysis, there is no evidence that Lexus vehicles are experiencing vehicle speed control-related problems more frequently than their peers.”<sup>38</sup>

Seven months later, another Lexus owner, Carol J. Matthews filed another Defect Petition, complaining of multiple short-duration SUA events.<sup>39</sup> Matthews had identified 37 other incidents in NHTSA’s VOQ system that described instances similar to her experiences. The agency rapidly elevated the defect petition to a Preliminary Evaluation and included Camry vehicles in the expanded probe.<sup>40</sup>

PE04021 lasted four months, and was closed on the basis of insufficient data and an inability to find any cause for the complaints. This investigation appears to have been hampered by a decision to narrow its scope to exclude some of the most critical types of SUA events: long duration instances, and instances in which the brakes could not overcome the open throttle.

According to a deposition taken in *Alberto v. Toyota*, Christopher Santucci, a former NHTSA Office of Defects Investigations (ODI) investigator and now Toyota’s Assistant Manager of Technical & Regulatory Affairs, testified that Toyota and ODI had discussions about the scope of PE04021 early on.<sup>41</sup> Later, in March 2004, ODI investigator Scott Yon wrote a memo stating that the scope of the investigation would be narrowed to eliminate longer duration events where applying the brake pedal didn’t stop the vehicle.<sup>42</sup>

In its response to the agency’s inquiries in PE04021, Toyota quibbled about the definition of SUA and the term vehicle surge: “Toyota believes a vehicle surge to be something less than a wide open throttle event but above typical throttle adjustments such as when the air conditioning compressor is activated or power steering assist is required. Also, according to the complainants’ own words the vehicle tended to accelerate at the time of application of the brake pedal. Without physical evidence or electronic codes stored in the vehicle’s computers, we believe those incidents to be similar to incidents referenced in other SUA investigations...”<sup>43</sup> In other words, Toyota was also eliminating engine surges that occurred when the driver was applying the brake, or surges in which the vehicle accelerated to a high speed – the two types of incidents that Toyota and Lexus owners were complaining about.

The agency also did not include a fatality in the official data set. In its closing report, NHTSA mentioned one death (VOQ 10065859) in which a vehicle drove off the fourth floor of a parking garage killing the operator and the single passenger.<sup>44</sup>

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<sup>38</sup> DP03003; Denial of Petition; Federal Register Notice; Vol. 68; Pg. 55076; September 22, 2003

<sup>39</sup> DP04003; Opening Resume; National Highway Traffic Safety Administration; February 17, 2004

<sup>40</sup> PE04021; Opening Resume; National Highway Traffic Safety Administration; March 3, 2004

<sup>41</sup> Deposition of Christopher Santucci; Pg. 283; *Alberto v. Toyota*; December 9, 2009

<sup>42</sup> Complaints Update; PE04021; Scott Yon; National Highway Traffic Safety Administration; March 23, 2004

<sup>43</sup> PE04021; Toyota Response; Chris Tnito; Toyota Motor Corporation; June 4, 2004

<sup>44</sup> PE04021; Closing Resume; National Highway Traffic Safety Administration; July 22, 2004



ODI terminated the investigation in July 2004. Its reasons were nearly identical to those in earlier closures – not enough data and a low warranty claims rate. Electronics could not be blamed, because the complainants’ vehicles did not malfunction in the way that Toyota said it must:

“ODI failed to find any evidence in the interviews conducted (113 VOQ and 36 Toyota reports, 149 total), or in the information provided in Toyota’s IR response, of instrument panel warning lamp illumination or ETC diagnostic codes detection. None of the complainants interviewed described conditions similar to failsafe mode operation. One report (10062931) was found where an ETC component replacement occurred in connection with a repair attempt related to the alleged defect, no others were found.”<sup>45</sup>

But the problems for Lexus owners did not recede. In 2007 and 2009, NHTSA would again investigate sudden acceleration in Lexus models.

The agency opened Preliminary Evaluation 07016 in late March 2007, based on five complaints, three crashes and seven injuries. It was specifically aimed at examining the role of the floor mat in Toyota SUA. The Opening Resume did not describe the SUA scenarios that prompted this investigation; it focused solely on the idea of unsecured all-weather floor mats.<sup>46</sup> However, in this investigation, the allegations were more serious. Drivers told ODI that they experienced unwanted acceleration after releasing the accelerator pedal and that subsequent and repeated braking did not stop the vehicle. In some cases, drivers traveled significant distances at high vehicle speeds (greater than 90 mph) before the vehicle stopped.<sup>47</sup>

These were exactly the scenarios that the agency tossed out of consideration in PE04021.

In this investigation, Toyota insisted that it had done everything that it could to warn drivers not to stack an accessory rubber floor mat on top of the original equipment carpet mat:

“The ES350 has an available rubber floor mat option that cannot be used in conjunction with another floor mat at the same time. This is because these floor mats, as with all Toyota, Lexus, and Scion vehicle floor mats, utilize retaining clips in order to prevent the floor mat from sliding forward and interfering with the operation of the foot pedals. The retaining clips are affixed to the vehicle carpet. When a floor mat is placed on top of the vehicle carpet, proper installation requires the retaining clips be used to prevent unwanted movement of the floor mat, as instructed in the owner's manual. If a floor mat is already installed on the

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<sup>45</sup> PE04021; Closing Resume; National Highway Traffic Safety Administration; July 22, 2004

<sup>46</sup> PE07016; Opening Resume; National Highway Traffic Safety Administration; March 29, 2007

<sup>47</sup> PE07016; Closing Resume; National Highway Traffic Safety Administration; August 8, 2007

carpet, and another floor mat is placed on top of the installed floor mat, the top mat will not be secured by the retaining clips”<sup>48</sup>

Despite Toyota’s assertions, the agency bumped up the status to an Engineering Analysis in August. EA07010 was closed two months later, when Toyota initiated a limited floor mat recall campaign.<sup>49</sup> (See “Are Floor Mats the Cause of Sudden Unintended Acceleration in Toyotas?”)<sup>50</sup>

The agency’s most recent examination of SUA in Lexus vehicles was at the request of petitioner Jeffrey Pepski of Minnesota. In April 2009, Pepski asked the agency in a detailed and sophisticated defect petition to re-open its investigation into SUA in Lexus ES350s. He experienced an SUA event while driving at high speed, in which the vehicle accelerated to 80 mph. Pepski tried pumping and pulling up the accelerator with his foot – to no avail. Pepski’s Lexus was equipped with a standard carpet mat, not the all-weather variety said to trap accelerator pedals, and his efforts to pull up the pedal would have dislodged the floor mat.

In May, Toyota took the unusual step of trying to kill the defect petition investigation by responding directly, point by point. Three months later, Mark Saylor and his family died in the Santee crash. This event seemed to cement in NHTSA’s mind that floor mats – again – were the sole cause of Toyota SUA. In the Closing Resume, ODI cited 64 complaints alleging incidents of unwanted acceleration in MY 2007 Lexus vehicles, resulting in eight crashes and 15 injuries. Eighty percent involved incidents of floor mat interference, including all the crashes and injuries, it asserted. “ODI’s analysis found that the only defect trend related to vehicle speed control in the subject vehicles involved the potential for accelerator pedals to become trapped near the floor by out-of-position or inappropriate floor mat installations.”<sup>51</sup>

ODI also took pains to specifically disassemble Pepski’s arguments for further action. In the Petition Denial, ODI created a table of 10 consumer complaints that Pepski had submitted as evidence that other Lexus owners were experiencing SUA at high speeds for sustained periods:

“Contrary to the petitioner’s contention, six of the VOQs were related to floor mat interference (four of the five that petitioner singled out as unrelated to floor mats were related to floor mats).”<sup>52</sup>

This might be charitably characterized as a misreading of the record. Here are three examples:

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<sup>48</sup> PE07016; Toyota Response; Christ Tinto ; Toyota Motor Sales ; Response 15; Pg 13; 2007; June 11, 2007

<sup>49</sup> EA07010; Closing Resume; National Highway Traffic Safety Administration; October, 11, 2007

<sup>50</sup> Are Floor Mats the Cause of Sudden Unintended Acceleration in Toyotas?, Safety Research & Strategies, Inc., October 30, 2009; [http://www.safetyresearch.net/Library/Toyota\\_Floormat.pdf](http://www.safetyresearch.net/Library/Toyota_Floormat.pdf)

<sup>51</sup> DP09001; Closing Resume; National Highway Traffic Safety Administration; October 29, 2009

<sup>52</sup> DP09001; Denial of Petition; National Highway Traffic Safety Administration; October 27, 2009

In its entirety, VOQ 10199857 says:

“I purchased 2007 Lexus ES 350 in December of 2006. Sometime in last month, when I was driving the vehicle on a highway, its brake stopped working all of a sudden, and started accelerating by itself. I looked at my foot wondering if my foot was on gas pedal, instead of brake pedal, but it was on brake pedal. I was in a total panic, but managed to drove the car away to the shoulder of the highway by putting the car in park mode. I thought I was dead at that moment. I am trying to sue the Lexus. I honestly believe that car will kill someone. Before starting a legal proceeding, my attorney sent a letter to Lexus headquarter, and was told that the vehicle had no problem, and that the cause was the floor mat. But, it was not. As I said earlier, I looked at my foot when the vehicle did not stop, and after I stopped the car, I carefully looked at both gas pedal and brake again. I am not blind. Have you seen any other complaints for similar problems? Please let me know. It will be really helpful for me to win the case. I am not trying to make money by suing Lexus, but trying to have Lexus recall all of its ES350 since it will kill someone. \*jb”<sup>53</sup>

In ODI’s table it appears as: “Unsecured floor mat discovered and corrected during dealer inspection.”<sup>54</sup>

In its entirety, VOQ 10203221 says:

“On two prior occasions the vehicle accelerated from speeds between 20-30 mph, to speeds up to 50-60 mph. On 9/11/07, the vehicle accelerated at speeds up to 80-90 mph. We are aware of the Lexus notification of floor mat interference, so we removed the mats after the first two times, but the last and most frightening, occurrence happened without the mat in the vehicle. The car had to be forced into park in order to slow it down to a halt. My wife was driving the vehicle at the time and she states she almost had several multiple car accidents while trying to stop the vehicle. I had the vehicle towed to the dealer and they said it's the floor mat, before even driving the car. We won't drive the car again until someone other than Lexus determines what the problem is. \*t”<sup>55</sup>

In ODI’s table, it appears as: “All-weather accessory floor mat improperly stacked on top of carpet mat.”<sup>56</sup>

In its entirety, VOQ 10230929 says:

“Reported: 27-may-2008 (incidence Memorial Day weekend 25 may 2008)  
problem: runaway acceleration: evidence of malfunctioning cruise control car was nearing end of 200 mile trip. Cruise control had been engaged on and off for last hour. Driver stopped at entrance onto old-designed fast-moving highway rte4)

<sup>53</sup> VOQ 10199857; National Highway Traffic Safety Administration; July 3, 2007

<sup>54</sup> DP09001; Denial of Petition; National Highway Traffic Safety Administration; October 27, 2009

<sup>55</sup> VOQ 10203221; National Highway Traffic Safety Administration; September 11, 2007

<sup>56</sup> DP09001; Denial of Petition; National Highway Traffic Safety Administration; October 27, 2009

with old-fashioned short access and no breakdown lanes. Cruise control green light on, but system supposedly disengaged. Car began to exhibit strong engine noise and runaway acceleration. Driver shut off cruise control, passenger observed the light go off and then back on several times. Driver firmly stepped on brakes. The brakes smoked and smelled of burning. When car slowed down, driver pulled to small indentation at side and pressed ignition button for several seconds. Car stopped with jolt. Driver started car in park. Engine made same loud blow-out sound. Re-shut down car. Driver restarted car to move to exit about 50 yds ahead. Car began run-away acceleration again, driver repeated steps pushing hard on brakes (smell and smoke) and shutting car off by pressing ignition button. Off-duty police (chief of force) smelled brakes and said loud engine noise made car a hazard; tow driver would also testify to loud engine noise when car turned on again to be placed on his truck. Because spill of ice-coffee during incident, mats were inspected by both driver and passenger before car was towed. Both noted that mats were intact and in their proper place. Driver noted clips were in place. (the car was in compliance with Lexus recall of mats having been serviced two months prior to incident.) Improper mats are still Lexus stated cause; however, driver and passenger say this is not case. Cruise control malfunctioning seems likely cause of runaway-acceleration. While our dealer is responsive, national Lexus has been most neglectful; agent does not return calls; and this is almost three weeks after incident. \*tr see also 10228954 &10229189 \*dsy”<sup>57</sup>

In ODI’s table, it appears as: “All-weather accessory floor mat improperly stacked on top of carpet mat.”<sup>58</sup>

In November, SRS submitted a Freedom of Information Request to NHTSA, requesting any additional documentation the agency might have to establish its conclusions that these were floor mat-related incidents. On January 28, NHTSA replied, referring SRS to the same information, now currently on its publicly available website:

“..we searched for and found no supplementary information regarding the ten complaints you cited on unwanted acceleration. If you want to view these ten complaints, go to the website identified above.”<sup>59</sup>

Toyota agreed to remedy the situation with a floor mat recall and NHTSA denied the petition in October 2009.

### **The Tacoma Investigation:**

Like previous investigations, DP08001 opened and closed in seven months, with ODI concluding that no defect could be found and that there was no data to support the existence of a trend. The investigation was initiated in late January 2008 by William

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<sup>57</sup> VOQ 10230929; National Highway Traffic Safety Administration; May 25, 2008

<sup>58</sup> DP09001; Denial of Petition; National Highway Traffic Safety Administration; October 27, 2009

<sup>59</sup> RE: Freedom of Information Act (FOIA) Request, 5 U.S.C. 552; Stanley Feldman; National Highway Traffic Safety Administration; January 28, 2010

Kronholm, a retired journalist, who experienced two bouts of unintended acceleration within a two-hour time span.<sup>60</sup> Both occurred at low speed; one incident took place as the vehicle was at idle; one took place as the vehicle was in reverse.

ODI interviewed Kronholm and other complainants; reviewed the VOQ data; and examined Toyota's submissions (most are confidential.)<sup>61</sup> Again, ODI removed any complaints that did not fit Kronholm's basic scenario. It concluded that most of the complaints "involved various explained aspects of the Tacoma's throttle control system that do not seem to present a significant safety risk under most circumstances, or did not involve a failure of the throttle control system. For the remaining quarter, although there may have been an issue with the throttle control system as one possible explanation, we have been unable to determine a throttle control related or any underlying cause that gave rise to the complaint. For those vehicles where the throttle control system did not perform as the owner believes it should have, the information suggesting a possible defect related to motor vehicle safety is quite limited."<sup>62</sup>

### **The Sienna Van Investigation: Fewer Data, Bigger Problem**

The investigation into the 2004 Sienna vans was opened as a preliminary evaluation in April 2008 on the basis of a single complaint.<sup>63</sup> The outlines of this investigation are remarkable for two reasons. One, for a single complaint – with no injury or death – to launch a preliminary evaluation is rare. But, at the time, the Tacoma investigation was still ongoing. The agency had already shuttered four different investigations into Lexus and Camry vehicles with no defect finding, and had forced Toyota to launch a recall for All-Weather Accessory floor mats in a limited number of Lexus vehicles. Two, the agency acted and pressured Toyota into a recall on the basis of virtually no complaint or warranty data – after summarily rejecting petition after petition on the basis of insufficient data.

Within four months, the agency bumped up the investigation to an Engineering Analysis. This was based on a Toyota response in June about "an accelerator pedal interference incident that occurred during production dynamometer testing at the assembly plant for an early production MY 2004 Sienna minivan. The incident was caused by a missing retaining clip that allowed the center console trim panel to interfere with (trap) the accelerator pedal after it had been depressed. Toyota subsequently implemented a 100 percent inspection requirement for the retaining clip. In June 2003, Toyota changed the original design of the trim panel to eliminate the potential for pedal interference in the event the retaining clip is not present."<sup>64</sup>

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<sup>60</sup> DP08001; Denial of Defect Petition; Federal Register; National Highway Traffic Safety Administration; September 3, 2008

<sup>61</sup> DP08001; Closing Resume; National Highway Traffic Safety Administration; August 28, 2008

<sup>62</sup> DP08001; Denial of Defect Petition; Federal Register Notice; Vol. 72; page 51551; National Highway Traffic Safety Administration; September 3, 2008

<sup>63</sup> EA08014; Closing Resume; National Highway Traffic Safety Administration; January 26, 2009

<sup>64</sup> EA08014; Closing Resume; National Highway Traffic Safety Administration; January 26, 2009

In its Closing Resume, the agency cited exactly four incidents of “interference by the trim panel (which) have occurred in service. In at least three of the incidents, the interference occurred after service was performed that required removal and reinstallation of the subject trim panel and retaining clip.”<sup>65</sup>

Toyota finally issued a limited recall for vehicles built between January 10, 2003 and June 11, 2003, when the original design floor carpet cover was used in production. The recall was conducted as a “safety improvement” campaign.<sup>66</sup>

### **A Case of Historical Bias? A Brief History of SUA**

Sudden unintended acceleration is a complex problem. There are multiple causes that can result in a vehicle accelerating without the driver’s intent: design defects which induce driver error – such as poor pedal placement, the lack of a shift interlock, floor mat interference, or mechanical or electromechanical defects and electronic defects. The latter –which is the most difficult to pinpoint – is nonetheless a likely possibility as vehicle systems rely more heavily on sophisticated computer-driven electronics. And yet, automakers and NHTSA behave as though it is perfectly rational to assume that electronics housed in the hostile automotive environment – including the fault detection system – will always function as intended; and that malfunctions will be easily reproduced in a laboratory setting.

Elsewhere, however, the case has been persuasively made that NHTSA and automakers have ignored the real possibility of intermittent and other faults in the electronic systems of today’s automobiles. The 2003 reference book, *Sudden Acceleration*, by Carl E. Nash, of the National Crash Analysis Center at George Washington University, and Clarence Ditlow, of the Center for Auto Safety, James Castelli and Michael Pecht, Professor and Director CALCE Electronic Products and Systems Center at the University of Maryland, argue that the auto manufacturers lag those in other industries whose products rely on electronic systems in understanding the myriad ways their microprocessors and electronics components can fail.<sup>67</sup> NHTSA, the authors conclude, has also failed miserably in its attempts to find a cause other than a floor mat or driver error, because the agency employs an arbitrarily narrow definition of SUA – that it must occur from a standstill – and has conducted its investigations on incorrect assumptions and illogical reasoning.<sup>68</sup>

Drivers have been complaining about sudden unintended acceleration events for a quarter of a century and continue to lodge these complaints with manufacturers and NHTSA. Yet, NHTSA has made virtually no substantive progress toward understanding how electronic systems housed in an environment subject to heat, vibration, sudden shocks, various levels of electromagnetic interference, moisture, and other corrosive conditions could fail; or how they could be detected; or what appropriate countermeasures must be

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<sup>65</sup> EA08014; Closing Resume; National Highway Traffic Safety Administration; January 26, 2009

<sup>66</sup> Recall 09V023; Toyota Motor Corporation; January 14, 2009

<sup>67</sup> *Sudden Acceleration*; Carl E. Nash, Clarence Ditlow, James Castelli and Michael Pecht; 2003

<sup>68</sup> *Sudden Acceleration*; Carl E. Nash, Clarence Ditlow, James Castelli and Michael Pecht; 2003

instituted other than expecting drivers to somehow overcome an open throttle on a runaway vehicle.

In the 1980s, Audi became the poster child for unintended acceleration. More than 1,600 consumers alleged that their Audi 5000 vehicles had accelerated without driver input and crashed; 400 had been injured and six died in SUA crashes.<sup>69</sup> The company denied that there was anything wrong with the vehicle and blamed the problem on shorter than average drivers who did not have much experience driving an Audi, and had mistakenly depressed the gas pedal when they meant to step on the brake. The response was a public relations and marketing nightmare. Audi sales plunged, and the complaints continued.<sup>70</sup>

The Audi 5000 was the subject of an infamous *60 Minutes* story, in which the news program attempted to simulate SUA.<sup>71</sup> The broadcast drove Audi sales down further, and the network was heavily criticized for its one-sided story. As the history is often recounted today, NHTSA vindicated Audi and CBS never apologized for maligning the automaker.<sup>72</sup>

However, between 1982 and 1987, Audi launched five recalls to address the problem. The first three attempted to fix what Audi had characterized as the driver-error problem by tweaking the pedal positions.<sup>73 74 75</sup>

In 1987, Audi launched a fourth recall of 81,000 Audi 5000 vehicles from the 1986 and 1987 model years, for worn idle stabilizer units.<sup>76</sup> As Audi explained to its customers: “The idle stabilizer has the purpose of maintaining uniform engine idle speed by regulating air flow under different operating conditions, such as variations in engine temperature, and on/off cycling of the air conditioner or power assist pump. Excessive idle stabilizer wear causes engine idle fluctuations which increase with the usage of the car. If a worn unit is not replaced in a timely fashion, the engine idle could ultimately see-saw so severely that it may surprise a driver who is not acquainted with the vehicle’s condition and fails to apply the brake. Under these circumstances, there is a risk of a collision in a confined space with the possibility of injury.”<sup>77</sup>

The fifth and final recall for 250,000 1978 to 1987 vehicles added a brake-shift interlock – which requires drivers to depress the brake pedal before shifting out of the Park position.<sup>78</sup>

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<sup>69</sup> Audi Sudden Acceleration; The Center for Auto Safety, May 1987

<sup>70</sup> Audi: Shifting the Blame; Thomas Wathen; The Multinational Monitor; Vol. 8; Issue 5; May 1987

<sup>71</sup> Out of Control; 60 Minutes; broadcast; CBS; November 23, 1986

<sup>72</sup> Manufacturing the Audi Scare; Peter Huber; Wall Street Journal; December 18, 1989

<sup>73</sup> Recall 82V-037: 1978-82 Audi 5000, April 14, 1982.

<sup>74</sup> Recall 83V-095; 1978-83 Audi 5000, September 1, 1983

<sup>75</sup> Recall 86V-103: 1985-6 Audi 5000S, July 28, 1986

<sup>76</sup> Recall 87V009: 1985 Audi 5000S; January 14, 1987

<sup>77</sup> Recall 87V009; 1985 Audi 5000S; January 14, 1987

<sup>78</sup> Recall 87V-008: 1978-86 Audi 5000, January 14, 1987

In 1989, NHTSA published “An Examination of Sudden Acceleration.”<sup>79</sup> This report was intended to end all debates on SUA. Its primary conclusion was that only the driver’s foot or the cruise control could move the throttle to the wide-open position. The study also noted that SUA could be caused by simple mechanical failures of the throttle cable or floor mat interference. Under these conditions, a significant decrease in the driver’s ability to stop the vehicle was also noted. However, the general thrust of the report was that NHTSA could not find any vehicle defects causing SUA. The condition, the agency concluded, was caused by driver error, although the agency noted that it could be induced by poor vehicle design (i.e., brake, accelerator pedal placement and offset). The study recommended the installation of automatic shift-locks, which require the driver to depress the brake pedal before the vehicle can be shifted out of Park to prevent the driver from depressing the accelerator instead of the brake.

Based on SRS interviews with Dr. Antony Anderson, an electrical engineering consultant in the UK who has examined numerous SUA crashes, he says that NHTSA’s report was based on nine underlying assumptions, but did not provide the basis for those assumptions. The agency defined sudden unintended acceleration as only instances where the vehicle lurches suddenly forward or in reverse from a standstill. This automatically discounted many other situations in which a vehicle’s throttle is wide open in direct contradiction to the driver’s demands, be at full speed, a slow speed or in a cruise control mode. Further, he says, the systems that NHTSA examined in the late 1980s bear no resemblance to fully electronic throttle systems of today.

The 1989 report and the significant numbers of reported SUA incidents did prompt manufacturers to adopt shift-interlocks in their vehicles in the late 1980s. The report also appeared to reflect a mindset at the agency that SUA had no cause short of mechanical interference or driver error. In 1999, the *Wall Street Journal*, which profiled one of ODI’s principal SUA investigators, and his probe into Ford Econoline vehicles, underscored the staff’s firm belief in pedal misapplication.<sup>80</sup>

In 2003, when the agency rejected Peter Boddaert’s petition to investigate SUA in 1997-2000 Lexus LS and GS 400 vehicles, NHTSA cited this report, among its reasons for denying the petition – even though the acceleration systems and the sudden acceleration events studied were completely different from the electronic throttles in the Lexus vehicles and from the circumstances of Boddaert’s incidents.

In closing PE04021, the agency hinted that pedal misapplication was the culprit:

“Complainants report the occurrence of a single incident that often occurs during close quarters vehicle maneuvering (e.g., parking or entering a garage) and thus often results in a crash. During interviews, many complainants are unsure of the details that led up to the incident, such as the position of their right foot and which pedal, if any, they may have actuated or attempted to actuate; a crash occurs and

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<sup>79</sup> An Examination of Sudden Acceleration; John Pollard and E. Donald Sussman; National Highway Traffic Safety Administration; January; 1989

<sup>80</sup> A Simple Case of Sudden Acceleration; Anna Wild Matthews; Wall Street Journal; November 1, 1999



in the aftermath the operator believes it was caused by the vehicle. In some cases the complainant continues to own and operate the vehicle on a regular basis, often through long periods and distances, without further incident.”<sup>81</sup>

SRS interviewed three of the petitioners: Jordan Ziprin, Jeffrey Pepski and William Kronholm. All three indicated that the investigators seemed to come to the interview with a pre-conceived idea about the cause and tended to dismiss any counter-arguments that the driver who experienced the SUA event made.

For example, William Kronholm recalled that the NHTSA investigator asked him if it were possible that he had accidentally hit the gas and the brake at the same time. Kronholm, who experienced two surges in a short period of time when he was returning from a cross-country ski trip, said that he didn’t believe that is what happened, but he was willing to test the theory. Kronholm later donned the cross-country ski boots he had been wearing, and took his Tacoma to a safe place to try stepping on both pedals at once. He found out that this was possible – if he twisted his foot uncomfortably at a 90-degree angle. The experiment instantly showed Kronholm that this was not the cause of his SUA incident. He later reported the results of his experiment, but in the *Federal Register* Notice, Kronholm was angry to read: “He subsequently reported that it was possible for him to inadvertently hit both pedals while wearing the ski shoes.”<sup>82</sup> Kronholm said that his experiment proved the opposite – it was *not* possible to *inadvertently* hit the two pedals simultaneously.

He also said that the NHTSA investigator causally tossed out the idea that perhaps the similar consumer complaints were created by publicity around the problem. Kronholm said that he was surprised later to read the same theory being advanced by Toyota in its response to the agency:

Toyota disputed the assertion in the petition that the 32 complaints in the NHTSA database “in and of themselves justify opening an investigation. The Tacoma has been the subject of extensive media coverage related to the possibility of sudden acceleration. In addition, there has been a high level of internet activity on this subject as far back as early 2007 including reports by members of Tacoma user groups detailing conversations with ODI staff and providing ODI contact information. Such exposure tends to generate consumer interest and complaints.”<sup>83</sup>

Kronholm, a retired Associated Press editor, was angrier still to watch it become a part of the official record, because there was no evidence to support this assertion.

Jeffrey Pepski, the Lexus owner who filed the most recent petition, DP09001, said that when NHTSA investigators examined his Lexus with a Toyota representative, they could not reproduce the event. Pepski’s vehicle had been equipped with the original equipment

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<sup>81</sup> PE04021; Closing Resume; National Highway Traffic Safety Administration; July 22, 2004

<sup>82</sup> DP08001; Denial of Petition; Federal Register Notice; Vol. 72; page 51551; National Highway Traffic Safety Administration; September 3, 2008

<sup>83</sup> DP08001; Toyota Response. Pg. 10-11; April 25, 2008

carpet mats – not the all-weather accessory mats that had been previously determined to be the cause of Toyota SUA. Nonetheless, he says that the agency attempted to persuade him that the floor mat was to blame. He informed them that he attempted to stop the vehicle by pulling up the accelerator pedal with his foot, as well as pushing down on it. He demonstrated how the carpet mat could not have depressed the accelerator if he was pulling up on it. They did not accept his argument.

The agency then tried to buttress its floor mat theory by tying the Pepski incident to Saylor crash in Santee, CA. The results of ODI’s inspection of the Lexus in that case – and the conclusion that unsecured all-weather floor mats were to blame – were added to this petition file. Pepski’s vehicle was only equipped with the original floor mats. It is unlikely that these two cases are related.

## **Possible Causes of SUA**

### **Pedal Entrapment and Pedal Misapplication**

Pedal entrapment by a floor mat and pedal misapplication most certainly can be causes of unintended acceleration. The role of poor automotive design that leads to floor mat interference, however, can not be discounted as a contributing factor – even though Toyota has blamed drivers.

The blame-the-driver tack was very clear in the agency’s 2007 probe into SUA in Lexus vehicles. In one of its submissions to PE07017, Toyota said that it had “found vehicles in which more than one floor mat was installed in the driver footwell at the same time. In such instances, it is possible that the top floor mat could move forward and interfere with the accelerator pedal motion. If it were to cause the accelerator pedal to become stuck in a partially depressed position, then the vehicle could accelerate without the operator’s input.”<sup>84</sup>

Within that same investigation, the agency, although it concluded that floor mats were the cause, presented ambiguous evidence. A separate post-crash vehicle inspection of a Lexus that had crashed after an SUA event at highway speed found: “All weather mats are installed at all four seating positions. The driver-side all weather mat was found to be installed by itself; it was not on top of another floor mat. The installed mat was found to be unsecured by the retention hooks; *the mat did not interfere with the accelerator pedal in the position it was originally inspected.* The mat was removed from the vehicle. The two retention hooks were found engaged in the flooring material after tile mat was removed. The hooks were intact and did not appear to be damaged from the collision.”<sup>85</sup>

But in its final report, the agency said that vehicle owners themselves had noticed instances of pedal entrapment:

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<sup>84</sup> PE07016; Toyota Response; Christ Tinto ; Toyota Motor Sales ; Response 15; Pg 13; 2007; June 11, 2007

<sup>85</sup> PE07016; Consumer Interview and Vehicle Inspection; National Highway Traffic Safety Administration; August 3, 2007

“To comprehend the statistical significance of the probability for this event to occur, a survey was sent to a sample size of 1986 registered owners of a 2007 Lexus ES-350 requesting information regarding episodes of unintended acceleration. NHTSA received 600 responses for an overall response rate of 30.2 percent. Fifty-nine owners stated they experienced unintended acceleration. *Thirty-five of those responding also reported that their vehicles were equipped with rubber Lexus all-weather floor mats and several commented that the incident occurred when the accelerator had become trapped in a groove in the floor mat.* Interviews with owners revealed that many had unsecured rubber floor mats in place at the time of the unintended acceleration event, which included in some cases unsecured rubber floor mats placed over existing Lexus carpeted mats.”<sup>86</sup>

If the all-weather floor mat is to blame, and pedal entrapment occurs with any frequency, then this is a design problem. And in applying the most recent recall remedies, Toyota has acknowledged this by making significant floor arrangement changes, including shortening the pedal length to allow for more space between the pedal and the floor, removal of padding materials below the floor carpet, and re-designing the floor mats.

In addition, Toyota models lack a pivot point between the accelerator pedal and the stalk. This pivot, found on many other vehicles, may help prevent mat entrapment. Another potential design flaw relates to the retention clips used by Toyota. These clips were notably easy to release and lacked a robust design. At least one manufacturer of after-market all-weather floor mats included redesigned clips with their mats for Toyota and Lexus models.<sup>87</sup>

### **Electromagnetic interference and Electronic Problems**

There is widespread acknowledgement by automakers, electronics experts and suppliers that electronics regularly cause all kinds of headaches for manufacturers and consumers.

At a 2004 industry conference, Mercedes Benz’s vice president for electrical and electronics and chassis development, Steven Wolfsreid, “railed against the temptation to overload vehicles with electronic functions that are useless to the customer,” according to an *Automotive News* story.<sup>88</sup> The German automaker had removed 600 electronic functions from its vehicles because of quality concerns that were damaging its reputation and ticking off its customers. Electronics are challenging to integrate into a vehicle’s electrical architecture, he said in his 20-minute presentation, and what works well in isolation can be a disaster in combination with other electronic components.

Wolfsreid’s frustration is a natural outgrowth on the explosion of on-board vehicle electronics. According to a Siemens VDO Automotive report estimate in 2004,

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<sup>86</sup> EA07010; Final Report: 2007 Lexus ES-350 Unintended Acceleration; Michael Monk; Vehicle Research and Test Center; April 30, 2008

<sup>87</sup> MacNeil Automotive Products, Limited

<sup>88</sup> Mercedes ditches Glitches with Electronics, Georg Auer; Automotive News; May 31, 2004

electronics was the fastest growing sector in the industry with the total value of such systems expected to reach \$3.8 billion in 2010. Nonetheless, accompanying the short-term growth spurt in vehicle electronics has been a corresponding rise in the number of warranty claims and defects. JD Powers data has shown that as the number of electronic functions a vehicle has rises, so do the number of defects. German electronics supplier Robert Bosch has reiterated that claim in a trade-publication article on the issue:

““There is a direct correlation between the number of electronic functions and the number of defects per vehicle,” claims Franz Fehrenbach, chairman of the board of management at Robert Bosch GmbH (Stuttgart, Germany). “If the value of electronics content per vehicle doubles in the next five to 10 years as predicted, it isn’t hard to imagine what that means for the number of defects if this trend line holds true.”<sup>89</sup>

The increase in microprocessor power, the complexity of software itself exponentially increased by the automotive industry’s strategy of creating separate ECUs (each with its own software for each new system) have all contributed to rising warranty costs, tied to vehicle electronics.

While several articles have documented the problems, there has been less written on the solutions. A Peugeot enthusiast website neatly captures the tech/consumer experience, when the electronic glitch is intermittent:

“Walk into any auto repair shop and ask the mechanics what intermittent electronic problems mean to them, and if and if they don’t get real graphic with their answer, then either they don’t do electrical repairs, or they have the patience of a saint. At the very least they will tell you that intermittent problems are headaches. A day at the shop might start something like this. The customer tells the service writer that the vehicle works one minute and not the next. The service writer states this on the repair order. The mechanic checks it out and the vehicle operates fine, so no problem found is written on the repair order. The customer gets the vehicle back and the same thing happens. Now the customer has a headache, he goes back to the service writer who also now has a headache. And it doesn’t take him to long to give the mechanic a headache. I’ll say right now that sometimes no matter how hard all involved work to resolve this problem, it can take some time and patience to find an intermittent problem.”<sup>90</sup>

Electronic throttle controls, in particular, are subject to numerous faults. A technical paper published in 1999 by a Siemens researcher on dependability issues enumerates the various faults ETCs can be subject to. For example: “The pedal sensor was considered to be safety-critical. Due to this, the sensors generally are built with redundancy, to be able to detect and to mask appearing faults. Note that common-mode failures like a

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<sup>89</sup> Electronic Road Trip; Austin Weber; Assembly Magazine; September 1, 2005

<sup>90</sup> Car Care, Tips and Tricks; Peugeot’s Fan Club; <http://peugeot.mainspot.net/tips/intermit.shtml>

mechanical sensor break has the same effect as they have at Bowden cables, namely stuck at a random sensor value – e.g. at highest value!”<sup>91</sup>

Another possibility is electromagnetic interference. “An electromagnetic incompatibility occurs when a system or equipment interferes with another system or equipment. When this interaction is traced to the transfer of electromagnetic energy from the culprit to the victim, it is termed EMI.”<sup>92</sup> This is a well-known phenomenon in many fields that rely heavily on electronics reliability – such as aircraft and medical devices. The possibility of EMI is the reason passengers can not use personal electronic devices during a commercial airline flight. The electronic systems in vehicles are also susceptible to EMI:

“During the early years of ABS's, Mercedes-Benz automobiles equipped with ABS had severe braking problems along a certain stretch of the German autobahn. The brakes where affected by a near-by radio transmitter as drivers applied them on the curved section of highway. The near term solution was to erect a mesh screen along the roadway to attenuate the EMI. This enabled the brakes to function properly when drivers applied them.”<sup>93</sup>

Recently, NHTSA promised the public “fresh” look at the possibility of EMI, and said that it would meet with manufacturers, suppliers and independent experts to gain a fuller understanding of current ETC systems, the safety of their designs, and measures to address any possible EMI effects. NHTSA said that if necessary, it will do further research on the topic.<sup>94</sup>

### **Cracked Throttle Body Shafts**

Are some Toyota vehicles experiencing unintended acceleration events because of a parts defect? Possibly. An accusation has been lodged by an anonymous correspondent in Franklin, KY, that Toyota has been aware of a problem with cracked shaft throttle bodies – although for how long, the writer did not say.<sup>95</sup> The accuser, who called himself “A Concerned Citizen,” also sent NHTSA’s Office of Defect Investigation a used throttle body assembly in which the shaft that controls the throttle blade, situated within the throttle body housing, had a crack on the engine side of the valve, along the long axis of the shaft.<sup>96</sup>

“There are potentially hundreds of Toyota and Nissan vehicles driving American highways with cracked shaft throttle bodies. Japanese management up to and

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<sup>91</sup> Electronic Throttle Control – A Dependability Case Study; Hans Mauser; Journal of Universal Computer Science; October 28 1999

<sup>92</sup> Electronic Systems Failures and Anomalies Attributed to Electromagnetic Interference; R.D. Leach and M.B. Alexander; NASA Reference Publication 1374; July 1995

<sup>93</sup> Electronic Systems Failures and Anomalies Attributed to Electromagnetic Interference; R.D. Leach and M.B. Alexander; NASA Reference Publication 1374; July 1995

<sup>94</sup> Concern Over Electronic Interference Grows; Nick Wingfield; Wall Street Journal; February 4, 2010

<sup>95</sup> Anonymous letter; Concerned Citizen; Franklin, Kentucky; November 27, 2009

<sup>96</sup> NHTSA VOQ 10298108; December 18, 2009

including company president was aware of the cracked shaft problem and told everyone to be quiet about this problem.

The failure mode on DFMEA for broken throttle shaft is no throttle control and potential wide open acceleration. The Toyota floor mats caused American deaths. Will you sit on this information and possibly cause more American deaths? It bothers me that I did not tell anyone sooner.

I have another throttle body in same condition that can be sent to Automotive News.”<sup>97</sup>

Franklin Kentucky is the home of Franklin Precision Industry (FPI), which manufactures throttle bodies for Toyota and Nissan. FPI is part of Aisan Industry Co. Ltd. which, a large automotive supplier based in Japan. Aisan’s major shareholders are Toyota Motor Corporation (35 percent) and Toyota Industries Corporation (18 percent).

The cracked throttle shaft problem may be yet another potential contributing factor in some events.

## **Toyota Response: Illogical and Inconsistent**

### **The ETCS-i**

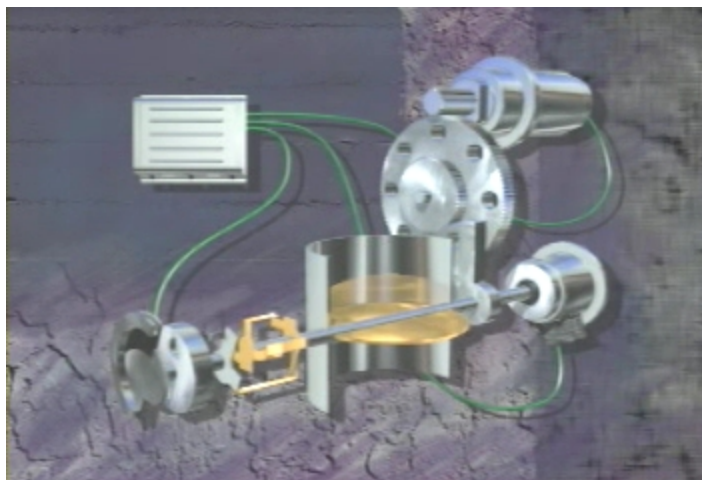
Toyota first introduced Electronic Throttle Control System with Intelligence (ETCS-i) in some 1998 Toyota and Lexus models.<sup>98</sup> With ETCS-i, the throttle valve is opened and closed using a computer controlled throttle actuator instead of the traditional throttle valve cable. The early ETCS-i on some models consisted of a cable controlled accelerator position sensor, throttle control motor with magnetic clutch, throttle position sensor and ECM (Electronic Control Module).<sup>99</sup> According to Toyota, when the accelerator is pressed, the cable moves the accelerator position sensor which sends a signal to the ECM. The ECM then determines how much throttle opening is requested and duty cycles the throttle control motor to open the throttle plate. The throttle position sensor then verifies that the throttle plate is at the correct angle.

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<sup>97</sup> Anonymous letter; Concerned Citizen; Franklin, Kentucky; November 27, 2009

<sup>98</sup> Appendix B, Toyota Vehicles with ETCS-i

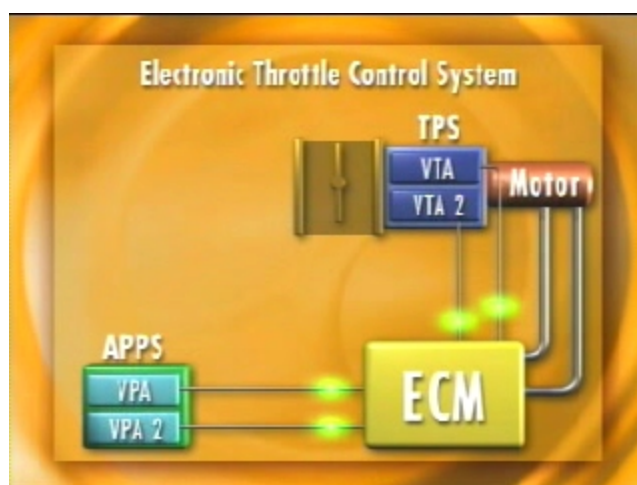
<sup>99</sup> Training Video Abstract, 1998 Toyota Supra Electronic Throttle Control System; Toyota Motor Sales, Inc.



**Figure X: ETCSi with Cable Controlled Accelerator Position Sensor  
(Source: Toyota Motor Sales, Inc.)**

In this design Toyota included a mechanical fail-safe mode in the event of a failure in the ETCS-i. Should the ETCS-i malfunction; the magnetic clutch in the control motor will disengage allowing the accelerator cable to magnetically control the throttle.

In 2002 Toyota adopted an ETCS-i system that no longer included the mechanical failsafe.<sup>100</sup> This design was used on vehicles like the Camry. The accelerator throttle cable was replaced by an Accelerator Pedal Position Sensor (APPS).<sup>101</sup> The throttle is controlled by information sent by the APPS to the Throttle Position Sensor (TPS). Each of these sensors includes both main and sub-sensor circuits. Based on the voltage signals from these sensors, the ECM controls throttle operation and activates fail safe modes if needed.



**Figure 1: ETCSi without Accelerator Throttle Cable (Linkless)  
(Source: Toyota Motor Sales, Inc.)**

<sup>100</sup> 2002 Camry Engines, Toyota Motor Sales, Inc.

<sup>101</sup> "Camry Engines," Toyota Motor Sales, Inc.

Toyota says that it has built in a failsafe should there be a malfunction in any of these circuits. If one of the two APPS circuits fail, the ECM detects the problem and activates the first fail safe mode which provides an active throttle range from idle to 25 percent of maximum throttle opening. According to Toyota, should the ECM detect that both APPS circuits have failed, the current to the throttle motor is turned off and the force of the return spring causes the throttle valve to return and stay at the prescribed opening and the throttle is fixed at idle. Should either of the TPS circuits fail, the ECM activates a third fail safe mode by varying ignition timing, fuel injection and cylinder operation. At idle, only half of the cylinders are operational. When engine load increases, all cylinders become operational.

[**Appendix C** contains a list of Toyota, Lexus and Scion model vehicles by year that SRS was able to determine have ETCS-i based on a review of Toyota service-related documents.]

### **Toyota's Notice of the Emerging SUA Problem and the Effort to Shut it Down**

Toyota received the first complaints about this new engine surging almost as soon as the 2002 Camrys hit the road. Between February and August 2002, the company got ten complaints from drivers reporting that the engine surged when the vehicle was stopped or the operator already had his foot on the brake.<sup>102</sup> Toyota immediately issued a Technical Service Bulletin to recalibrate the electronic control module for the 1MZ-FE Engine.<sup>103</sup> The bulletin informed service techs that the Camry engine might surge during light throttle input of speeds between 38 - 42 MPH with lock-up On, and noted that the ECM had been re-calibrated to correct the problem. This bulletin is important because it shows that Toyota was aware that engine "surging" (i.e., unintended acceleration) was caused by coding in the ECM – and implemented a fix.

Rather than recalling vehicles, the company chose to issue the fix through its dealers who would only have to repair vehicles for customers who complained. NHTSA was aware of this action. Manufacturers are required to send all technical service bulletins to the agency.<sup>104</sup> In addition, the agency received a copy of this TSB in Toyota's response to PE04021. (Nonetheless, NHTSA closed this investigation, in part, it said, because there were no service bulletins or campaigns that relate to the alleged defect.)

Toyota experienced an unwanted acceleration incident firsthand in April 2003, when a missing retaining clip allowed the center console trim panel to trap the accelerator pedal of a Sienna undergoing production Dynamometer testing.<sup>105</sup> According to Toyota's statements to NHTSA, the automaker reviewed its manufacturing processes and other data and concluded this was an isolated incident. Nonetheless, in June 2003, Toyota

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<sup>102</sup> PE04-021; Owner Complaints spreadsheet; Toyota motor Corporation

<sup>103</sup> Technical Service Bulletin EG017-02; Toyota; August 30, 2002

<sup>104</sup> 49 CFR 579.5 (formerly 573.8) requires manufacturers to submit to NHTSA monthly, communications sent to more than one dealer or other party concerning any malfunction. Technical service bulletins (TSBs) are usually covered by that provision.

<sup>105</sup> PE08025; Toyota Response; Chris Tinto ; Reponse 12; Toyota Motor Corporation ; June 25, 2008



changed the design of the trim panel to eliminate the potential for pedal interference if the retaining clip is missing.<sup>106</sup>

In 2003, Toyota began to get more insight into this problem, in the form of defect petitions filed by consumers concerned enough about their own experiences to ask the government to investigate. But, whatever the automaker may have been doing internally to determine a root cause, publicly Toyota has employed several strategies to deflect the agency investigations.

One method was to limit the probe by defining the problem under its own terms. According to a deposition taken in *Alberto v. Toyota*, Christopher Santucci, a former NHTSA Office of Defects Investigations (ODI) investigator and now Toyota's Assistant Manager of Technical & Regulatory Affairs, testified that Toyota and ODI had discussions about the scope of PE04021 early on. Later, in March 2004, ODI investigator Scott Yon wrote a memo stating that the scope of the investigation would be narrowed to eliminate longer duration events where applying the brake pedal didn't stop the vehicle.<sup>107</sup>

In its response to the agency's inquiries in PE04-021, Toyota set its own terms for the words "vehicle surge": "Toyota believes a vehicle surge to be something less than a wide open throttle event but above typical throttle adjustments such as when the air conditioning compressor is activated or power steering assist is required. Also, according to the complainants' own words at the vehicle tended to accelerate at the time of application of the brake pedal. Without physical evidence or electronic codes stored in the vehicle's computers, we believe those incidents to be similar to incidents referenced in other SUA investigations..."<sup>108</sup> In other words, Toyota was also eliminating engine surges that occurred when the driver was applying the brake, or surges in which the vehicle accelerates to a high speed – two types of incidents that Toyota and Lexus owners were complaining about.

Another strategy was to blame media attention for artificially driving up the complaint rate. In its response to Defect Petition 08-001, Toyota told the agency: "The Tacoma has been the subject of extensive media coverage related to the possibility of sudden acceleration. In addition, there has been a high level of Internet activity on this subject as far back as early 2007, including reports by members of Tacoma user groups detailing conversations with ODI staff and providing ODI contact information. Such exposure tends to generate consumer interest and complaints. Thus, the petitioner's assertion that the Tacoma stands out from its peers based on a relatively high number of complaints in the NHTSA database is not a valid argument, since the other vehicles listed by the petitioner have simply not had the same media and Internet exposure."<sup>109</sup>

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<sup>106</sup> PE08025; Toyota Response; Chris Tinto ; Reponse 12; Toyota Motor Corporation ; June 25, 2008

<sup>107</sup> Deposition of Christopher Santucci; *Alberto v. Toyota*; December 9, 2009

<sup>108</sup> Complaints Update; PE04021; Scott Yon; National Highway Traffic Safety Administration; March 23, 2004

<sup>109</sup> DP08001; Toyota Response; Chris Tinto; Toyota Motor Corporation; April 25, 2008

When all else failed, Toyota resorted to the least costly recall, with a limited population and an easy-to-install solution: new floor mats. For example, in late March 2007, when ODI opened a Preliminary Evaluation into accelerator pedal interference with accessory all-weather floor mats in 2007 Lexus ES350 vehicles, Toyota tried to apply the brakes to the investigation by issuing a notification to that it would be contacting Lexus customers about proper floor mat usage.<sup>110</sup>

When the investigation moved forward anyway, Toyota issued Recall 07E-082, to replace optional all-weather floor mats in 55,000 Lexus and Toyota and stopped the sale of the Toyota/Lexus All Weather Floor Mat designed for the 2007 and early 2008 model year Camry and ES 350 Lexus vehicles.<sup>111</sup>

Whatever the root cause or causes of unintended acceleration, Toyota has been aware, for at least two years, that drivers who found themselves in a runaway vehicle had no idea how to stop it. Naturally, the first reaction was to stand on the brakes, but repeated application of the vacuum brake system actually rendered it useless. The lack of a proper failsafe was spelled out unequivocally in the Closing Resume of Engineering Analysis 07-010:<sup>112</sup>

“Stopping the vehicle with unassisted braking while the throttle is fully open requires significant pedal force, which some operators did not, or were unable to, apply for the required duration. Continued driving in this condition results in overheated brakes, which further diminishes the braking effectiveness. Some operators attempted to turn the vehicle off by depressing the engine control button, however they were unaware the button had to be depressed for three seconds to stop the engine when the vehicle is in motion; this functionality was not explained adequately in the owner's manual.”<sup>113</sup>

(This is in direct contradiction to Toyota's statements in 2005 that the brakes would overcome any throttle malfunction.) Toyota, however, did not move to implement this solution until late November 2009, when it was showered with negative publicity. The automaker said that as part of the October recall campaign, it would install a brake-to-idle override on a subset of the total recall population: 2007-2010 Lexus ES 350; 2006-2010 Lexus IS 250; 2006 – 2010 Lexus IS 350; 2007-2010 Camry and 2007-2010 Avalon vehicles.

## **The Recalls**

Since 2005, Toyota has issued six recalls to address either floor mat interference or sticking accelerator pedals. Below are summaries of each recall:

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<sup>110</sup> PE 07016; Toyota Response; Attachment 8; 2007 Lexus ES 350 All Weather Floor Mat; June 11, 2007

<sup>111</sup> Recall 07E-082; Toyota Motor Corporation; September 26, 2007

<sup>112</sup> Closing Resume; EA07-010; National Highway Traffic Safety Administration; October 11, 2007

<sup>113</sup> Closing Resume; EA07-010; National Highway Traffic Safety Administration; October 11, 2007

### **Recall 05V565**

On December 16, 2005 Toyota recalled 3,567 Lexus IS250 vehicles for accelerator pedals which could become stuck in the partially depressed position due to inadequate clearance between the accelerator pedal linkage and a plastic pad embedded in the vehicle's carpet.<sup>114</sup> The pedals were manufactured by Denso.

### **Recall 07E082**

On October 2007, Toyota recalled 55,000 accessory All-Weather floor mats in some 2007 and 2008 Lexus ES 350 and Camry vehicles, equipped with part numbers PT908-33070, PT908-33071, PT908-32070.<sup>115</sup> "Toyota concluded that the mats do not contain a safety-related defect; however, Toyota agrees that an unsecured All Weather Floor Mat, especially one that is stacked on top of another floor mat, can migrate toward the accelerator pedal, potentially preventing it from returning to idle."

### **Recall 09V023**

On January 14, 2009 Toyota recalled 26,501 2004 Siennas for a missing retainer clip.<sup>116</sup> Toyota did not concede that this was a defect, but called the actions a "safety improvement campaign" that is not being conducted under the Safety Act. Toyota's recall instructs dealers to replace the original floor carpet cover with the newer design floor carpet (and retention clip) at no charge to the owner. The repair will reduce the potential for trim panel interference with the accelerator pedal travel should the retaining clips become missing because of improper service or other reasons.

### **Recall 09V388**

On October 5, 2009, Toyota recalled 3.8 million to address potential accelerator pedal entrapment by incompatible or unsecured floor mats.<sup>117</sup> The affected vehicles are 2007-2010 Camry, Tundra and Lexus ES 350 vehicles; 2005-2010 Avalon; 2004-2009 Prius; 2005-2010 Tacoma; 2006-2010 Lexus IS 250. More than a month later, Toyota announces plans to reconfigure the accelerator pedal on 3.8 million vehicles going back to the 2004 model year. Other fixes include modifying the floor area around the pedal and in *some* models, installing a brake-to-idle override that allows the driver to quickly stop a vehicle in an unintended acceleration incident and newly-designed replacement driver- and front-passenger side all-weather mats.

### **Recall 10V017**

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<sup>114</sup> Recall 05V565; Toyota Motor Corporation; December 16, 2005

<sup>115</sup> Recall 09V388; Toyota Motor Corporation; October 5, 2009

<sup>116</sup> Recall 09V032; Toyota Motor Corporation; January 14, 2009

<sup>117</sup> Recall 09V388; Toyota Motor Corporation; October 5, 2009

On January 22, 2010 Toyota announced Recall 10V017 for sticky accelerator pedals, separate and apart from the floor mat recall.<sup>118</sup> The affected vehicles are: 2009-2010 RAV4; 2009-2010 Corolla; 2009-2010 Matrix; 2005-2010 Avalon; 2007-2010 Camry; 2010 Highlander; 2007-2010 Tundra; 2008-2010 Sequoia.

### **Recall 10V023**

On January 27, 2010 Toyota expanded 09V388 to include more models and model years. Under this campaign, the vehicles would be eligible for re-designed floor mats and modified pedals or pedal replacement.<sup>119</sup> These vehicles would not be outfitted with a brake –to-idle feature. The affected vehicles are 2008-2010 Highlander; 2009-2010 Corolla; 2009-2010 Venza; 2009-2010 Matrix; 2009-2010 Pontiac Vibe

### **Do the Recalls Address the Root Causes of SUA?**

Will any of these campaigns stem the flow of complaints? The evidence, so far, indicates that the answer is: no.

First, Toyota has already tried both remedies: a small pedal recall in 2005 and a floor mat recall in 2007. The latter, all-weather floor mats in a limited number of 2007 and 2008 Lexus vehicles, has not been successful in abating the complaints. According to complaint data, throughout 2009, NHTSA received 14 complaints of SUA from owners of 2007 and 2008 Lexus ES350 vehicles.<sup>120</sup> One of those complaints was from Jeffrey Pepski.

On January 26, 2008, a 2008 Lexus ES350 was in an SUA-related crash in Connecticut. (This incident was not reported to NHTSA, but to Toyota.)

Gary Masi, a Lexus customer in Cos Cob, Connecticut, was driving the vehicle on loan from Lexus of Greenwich, on I-95, when he attempted to brake the vehicle to exit the highway. When Masi realized he could not stop the vehicle, he called the dealership for help, and shifted the vehicle into park. It did not prevent him from crashing into the back of a tractor trailer. An accident report filed by the Connecticut State Police noted that the floor mats were unsecured.<sup>121</sup> Despite the recall, Toyota's claims representative notified Masi in April 2008 that he was at fault for the crash, and they intended to seek compensation for damages to the vehicle from him.<sup>122</sup>

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<sup>118</sup> Recall 10V017; Toyota Motor Corporation; January 22, 2010

<sup>119</sup> Recall 10V023; Toyota Motor Corporation; January 17, 2010

<sup>120</sup> Appendix D – Consumer complaint to NHTSA 2007 – 2008 MY Lexus ES350 unintended acceleration incidents occurring Jan. 2009 – Jan. 2010; SRS; Jan. 2010

<sup>121</sup> Connecticut Uniform Police Accident Report; Case number 0800042395; Connecticut State Police; January 27, 2008

<sup>122</sup> Toyota Letter to Masi; Cambridge Integrated Services, Inc.; Patricia Dragon; April 8, 2008

## Sticky Pedals

Toyota's second line of defense has been an accelerator pedal recall.

In early December 2005, Toyota learned of two early model Lexus IS250 with accelerator pedals "out of tolerance" – meaning the pedal could become stuck. One instance occurred during a dealer pre-delivery inspection and a second was reported by Toyota Canada during transportation at the port facility. The automaker had received no complaints in the U.S. or Canada.<sup>123</sup>

"Toyota investigated the cause of the problem, and found that the accelerator pedal linkage and the floor carpet design were out of tolerance; creating insufficient clearance between the accelerator pedal and the vehicle carpet," the automaker wrote to the National Highway Traffic Safety Administration.<sup>124</sup>

By December 16, Toyota sent a Notice of Defect and Noncompliance to NHTSA and four days later, a notice was sent overnight to dealers instructing them to replace the acceleration pedal assembly with a revised one, and to modify the carpet.

The recall population was limited to 3,567 All-Wheel Drive models built between August 30 and December 2, 2005. According to Toyota's first quarterly recall report in March 2006, all but 325 vehicles had been inspected and repaired.

But this was not the first, nor the last time the agency would hear about sudden unintended acceleration in Lexus IS models. Since 2002 to the present, more than 20 Lexus IS owners complained of SUA events.<sup>125</sup> The agency had fielded complaints from Lexus IS300 owners before the recall to modify the small subset of IS250 vehicles, who told stories like these:

"Since I have owned the vehicle, I have had two incidents, which both occurred randomly with no prior engine problems or indications of issues with the car, in which as I was accelerating, the gas pedal would continue to press down and pin itself to the floor. Both times, the gas pedal was literally stuck to the floor and not able to be loosened. The first time it occurred, I pulled the emergency brake and jammed on my brake pedal until the gas pedal popped back up after about a minute pinned to the ground. The second time, I luckily had someone with me who instructed me to put the car in neutral and quickly turn off the engine one click so that I could brake and steer myself to safety. Thank God no one was injured in these incidents, but both occurrences could have been horrible accidents."<sup>126</sup>

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<sup>123</sup> Recall 05V565; Defect Information Report; Chris Tinto; Toyota Motor Corporation; December 16, 2005

<sup>124</sup> Recall 05V565; Defect Information Report; Chris Tinto; Toyota Motor Corporation; December 16, 2005

<sup>125</sup> Appendix E – Consumer complaints to NHTSA of unintended acceleration in Lexus IS models; SRS; Jan. 2010

<sup>126</sup> NHTSA VOQ 10119774; National Highway Traffic Safety Administration; March 1, 2005

More recently, the blame has been laid at the feet of the supplier CTS, an Elkhart IN company.

On January 21, 2010 Toyota issued a recall for “sticky pedals” in approximately 2.3 million vehicles.<sup>127</sup> According to Toyota, no Lexus or Scion vehicles were affected by the pedal problem; nor are Toyota Prius, Tacoma, Sienna, Venza, Solara, Yaris, 4Runner, FJ Cruiser, Land Cruiser, Highlander hybrids and certain Camry models, including Camry hybrids. Camry, RAV4, Corolla and Highlander vehicles with Vehicle Identification Numbers (VIN) that begin with “J” are not affected by the accelerator pedal recall.<sup>128</sup>

Toyota’s recall cited a faulty friction device as the cause of unintended acceleration, suggesting that an increase in friction results in a pedal that “is slow to return to the idle position or, in rare cases, the pedal sticks, leaving the throttle partially open.”<sup>129</sup> Toyota also warned that a worn pedal mechanism “may become harder to depress, slower to return or, in the worst case, stuck in a partially depressed position.”<sup>130</sup>

Beginning in March 2007 the company began receiving field technical information reports that some accelerator pedals were exhibiting “rough operation” and “slow to return to the idle position,” according to its submissions to the agency. Environmental testing of the pedal assemblies in the Tundra (allegedly the only model affected at the time) revealed that the material used to make the friction levers in the pedals (PA46), would absorb moisture and swell with humidity. In February of 2008, the material was changed to PPS, and Toyota concluded that “while accelerator pedal feeling could change under certain conditions, Toyota considered it to be a drivability issue unrelated to safety.”<sup>131</sup>

In December 2008, Toyota received reports from the European market of sticky accelerators on vehicles with pedals made of the new material. Toyota conducted additional testing and discovered that the accelerator pedal could stick in a partially depressed position should condensation occur on the accelerator pedal. Toyota described the way that the “friction lever interacts with the sliding surface of the accelerator pedal inside the pedal sensor assembly, [such that] the sliding surface of the lever may become smooth during vehicle operation.” Under such circumstances, friction may increase, resulting in an accelerator pedal becoming harder to depress. When condensation occurred, it was likely the result of heater operation after the engine was started, and in cold temperatures.<sup>132</sup>

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<sup>127</sup> NHTSA Recall 10V017; January 21, 2010; Toyota Accelerator Pedal Recall

<sup>128</sup> Toyota Announces Comprehensive Plan to Fix Accelerator Pedals on Recalled Vehicles and Ensure Customer Safety; February 1, 2010. (<http://pressroom.toyota.com/pr/tms/toyota/toyota-announces-comprehensive-153311.aspx>)

<sup>129</sup> Toyota Press Release: Toyota Answers Customer Questions About The Solution For Sticking Accelerator Pedals; 2010

<sup>130</sup> Toyota Press Release: Toyota Files Voluntary Safety Recall on Select Toyota Division Vehicles for Sticking Accelerator Pedal; January 21, 2010; SUA0398

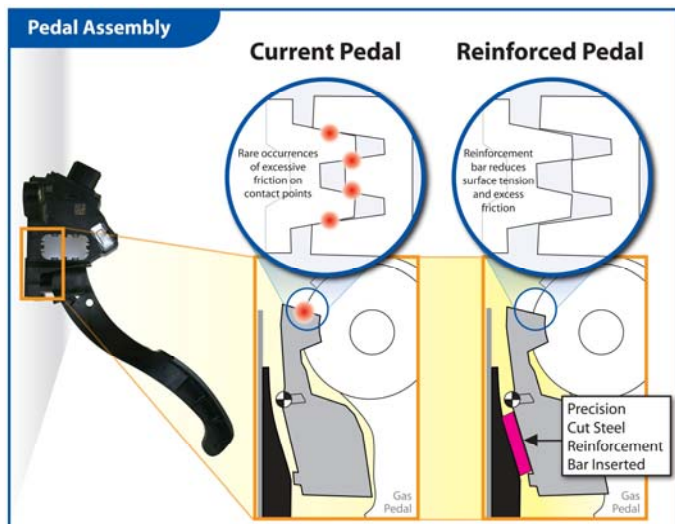
<sup>131</sup> NHTSA Recall 10V017; January 21, 2010; Toyota Accelerator Pedal Recall

<sup>132</sup> NHTSA Recall 10V017; January 21, 2010; Toyota Accelerator Pedal Recall

In response to its internal probe, Toyota then lengthened the arm of the friction lever and again changed its material to prevent the smoothing of the lever on all vehicles produced in Europe starting in mid-August 2009.<sup>133</sup>

But, in October of 2009, the company received new reports, this time in the U.S. and Canadian markets, of sticking accelerator pedals using the same material friction lever as in the European models.<sup>134</sup>

In January, Toyota announced that it had developed a remedy “that involves reinforcing the pedal assembly in a manner that eliminates the excess friction that has caused the pedals to stick in rare instances.”<sup>135</sup> The subsequent recall included vehicles with friction levers made of both PPS, and PA46, the material first associated with rough operation or slow to return symptoms.<sup>136</sup>



***Toyota sticky pedal remedy: A steel reinforcement bar eliminates the excess friction that can cause the pedal to stick (Source: Toyota Motor Sales)***

In January, CTS, the pedal assembly manufacturer, expressed “deep concern that there is widespread confusion and incorrect information” regarding the recent Toyota recall, and

<sup>133</sup> NHTSA Recall 10V017; January 21, 2010; Toyota Accelerator Pedal Recall

<sup>134</sup> NHTSA Recall 10V017; January 21, 2010; Toyota Accelerator Pedal Recall

<sup>135</sup> Toyota Announces Comprehensive Plan to Fix Accelerator Pedals on Recalled Vehicles and Ensure Customer Safety; February 1, 2010. (<http://pressroom.toyota.com/pr/tms/toyota/toyota-announces-comprehensive-153311.aspx>)

<sup>136</sup> NHTSA Recall 10V017; January 21, 2010; Toyota Accelerator Pedal Recall

asserted that the rare “slow return” pedal incidents should not be linked to any sudden unintended acceleration incidents.<sup>137</sup> In a press release, it raised several points in its defense: that unintended acceleration incidents have been occurring in Toyota vehicles at least as far back as 1999, long before CTS supplied accelerator pedals to Toyota. Further, the complaints encompassed vehicle models and model years built with pedals from other suppliers. For example, CTS has never manufactured accelerators for Lexus vehicles and “has no accelerator pedals in Toyota vehicles prior to model year 2005.”<sup>138</sup>

CTS also reminded the public that Toyota regarded this recall apart from previous recalls intended to remedy sudden unintended acceleration.<sup>139</sup>

In a February interview with the *Today Show*, Toyota President Jim Lentz told viewers that floor mat entrapment was an issue separate from sticky pedals. The company learned about the sticky pedal problem in late October 2009 of last year, although he also said that Toyota had been investigating the issue for a long time. (According to the recall documents, Toyota first began to receive complaints in March 2007 – two-and-a-half years earlier.) In the interview Lentz was adamant that Toyota has a fix that will solve the problem of a sticky pedal – but did not link “sticky pedals” to unintended acceleration.<sup>140</sup>

Toyota and CTS agree that sticky accelerator pedals are extremely rare. CTS said that Toyota reported less than a dozen cases of the sticky pedal to the company. But, CTS declared: “in no instance did the accelerator actually become stuck in a partially depressed condition.”<sup>141</sup>

Toyota’s sticky pedal recall doesn’t appear to relate to complaints of SUA. Both the supplier and Toyota’s statements about the results of this defect fail to connect the sudden unintended acceleration reported by consumers. Nor can Toyota explain SUA events in Lexus models that are not fitted with the CTS supplied pedals or vehicles outside of the recalls. Many complaints of SUA fall outside of the scope of the recall, the supplier claims that the failure has not caused any crashes nor does the failure lend itself to the types of complaints commonly reported.

Part of Toyota’s remedy for recall 09V388 is the addition of a safety feature for some models including the 2007-2010 Camry, 2005-2010 Avalon, 2007-2010 Lexus ES350 and the 2006-2010 Lexus IS250 and IS350. The feature, known as a brake override system, is designed to cut engine power in the case of simultaneous application of both the accelerator and brake pedals.<sup>142</sup> Toyota states in a November 15, 2009 letter to NHTSA that:

“Although not part of the remedy for addressing the defect identified in Toyota’s

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<sup>137</sup> CTS Press Release: CTS Comments on Accelerator Pedals; January 29, 2010

<sup>138</sup> CTS Press Release: CTS Comments on Accelerator Pedals; January 29, 2010

<sup>139</sup> CTS Press Release: CTS Comments on Accelerator Pedals; January 29, 2010

<sup>140</sup> MSNBC Today Show Interview; February 1, 2010

<sup>141</sup> CTS Press Release: CTS Comments on Toyota’s January 21 Safety Voluntary Recall; January 27, 2010

<sup>142</sup> Recall 09V388, TMS December 1, 2009 letter to All Toyota Dealers (Special Service Campaign 9L)



Part 573 report, Toyota intends to add a supplemental function to the software for owners of ES, Camry, Avalon, and IS models that will ensure that the brake overrides the accelerator in the event that both pedals are being applied at the same time. This software supplement will reduce the consequences of pedal entrapment, should it occur. It is Toyota's intent to introduce similar software in all new models in the future, as the development work is completed.”<sup>143</sup>

In a Toyota Motor Sales USA Inc., memo to its dealers regarding recall 09V388 (aka., 90L), the company states:

“As an additional measure independent of the vehicle-based recall remedy, you should also install a newly designed override system on non-hybrid Camry vehicles to provide an extra measure of confidence. This system will cut engine power in case of simultaneous application of both accelerator and brake pedals at certain speeds and driving conditions. *The Camry Hybrid already contains a fuel supply cut feature for Hybrid motor protection that achieves a similar result as the override system newly designed for the non-hybrid models.*”<sup>144</sup>

The system Toyota intends to install is also referred to as a Brake-to-Idle feature or “Smart Pedal.” This safety feature is designed into vehicles whereby braking by the driver overrides any other input to the throttle, regardless of source. This should allow the driver to control the vehicle quickly in event of an unintended acceleration event, regardless of the root cause.

Based on a news reports BMW is said to have made this feature standard on their vehicles beginning in the 2005 Model Year and Volkswagen in 2001.<sup>145</sup> Technical documents show that Audi began installing the feature in 2000.<sup>146</sup> According to a Chrysler spokesman quoted in the *Washington Post*, the company began using the system in 2003: “If the brake and the accelerator are in an argument, the brake wins.”<sup>147</sup>

While the brake-to-idle feature has been around for some time, there is a dearth of documentation on the design and its origins. There is also very little, if any, information in manufacturers’ technical materials or in Owner’s Manuals of vehicles that do have the brake-to-idle feature installed.

The brake-to-idle feature is noted in a 1998 “Audi Self Study Programme Book.” which covers the 2.7-liter V6 Bi-Turbo Engine which was available in the Audi A6 and A4. The guide states:

“Safety function: For safety reasons, the throttle valve is closed as far as a defined angular position when both the accelerator pedal and the brake pedal are

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<sup>143</sup> Recall 09V388, TMNA November 25, 2009 Letter to NHTSA

<sup>144</sup> Toyota Motor Sales USA Inc. Memo RE: Toyota Safety Recall 90L, February 2, 2010

<sup>145</sup> October 7, 2009 NY Times Article: ‘Smart Gas Pedals May Solve Floor Mat Problem’

<sup>146</sup> November 25, 2008 Audi Technical Service Bulletin 01 08 16

<sup>147</sup> January 29, 2010 Washington Post, ‘Toyota Did Not Install Brake Overrides Systems Despite Complaints’

depressed. If the brake is pressed first followed by the accelerator pedal, the driver input (torque request) is executed.”<sup>148</sup>

An Audi Technical Service Bulletin<sup>149</sup> issued in 2008 that covers the 2000-2008 Audi A6 Quattro Sedans states:

“With the introduction of Electronic Power Control (EPC) (no accelerator cable) to fuel injection systems, an engine RPM control feature has been incorporated into the engine electronic control system software.

Application of both brake and accelerator pedals at the same time (brake pedal with left foot and accelerator pedal with right foot) results in the following:

- Brake pedal function (normal at all times) overrides any throttle application.
- Diagnostic Trouble Codes (DTCs) will not be stored.

If brake pedal is applied while accelerator pedal is depressed, after approximately two seconds, engine RPMs will return to idle speed of 1400 RPMs.”

Patents covering the brake-to-idle feature go back as far as 1965. General Motors patent 3,207,276 titled, ‘Accelerator Cancelling Pedal’ states the following:

"The present invention relates to a vehicle safety device whereby the effect of accelerator pedal operation on the vehicle throttle is cancelled in the event the vehicle operator simultaneously depresses both the accelerator pedal and the brake pedal with one foot."

General Motors has at least two other Patents that disclose this safety feature.

Regarding Toyota’s knowledge of this feature, US Patent 4,779,597 titled, ‘Fail-Safe System for Vehicle Engine’ and issued to Hitachi, Ltd.<sup>150</sup> discloses a system to prevent a vehicle runaway or engine stall due to a stuck throttle while the engine is in operation. Of interest in this patent is a reference to a Toyota Japanese patent application. This document, JP-B-58-2583, filed in 1975 and published in 1983 discloses the following:

“Toyota discloses the following, ‘a fail-safe system comprising mechanical separation means such as an appropriate clutch between the actuator and the throttle valve, whereby the throttle valve is separated from the actuator by the clutch in the event that the throttle valve has stuck and throttle valve is returned to the full-open position by the force of spring. This prior art system provides satisfactory fail-safe means to the extent that once the throttle valve has stuck, the engine becomes to be idling condition and thus the car is prevented from running away.’”

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<sup>148</sup> 1998 Audi 2.7L Bi-Turbo Self Study Programme 198

<sup>149</sup> November 25, 2008 Audi Technical Service Bulletin 01 08 16

<sup>150</sup> US Patent 4,779,957

## **A Confused Public as Toyota Shifts the Blame**

Understandably, Toyota owners today find themselves confused by the current stream of contradictory recalls; public pronouncements from the Department of Transportation and Toyota; and news stories that suggest that there are causes beyond pedal entrapment or a stuck accelerator pedal.

The inconsistencies have been abetted by NHTSA, which has not looked deeply enough beyond driver error or mechanical interference, to state – with unshakeable certainty – that the root cause has been found. Their investigatory conclusions may be the result of an historical bias; they are certainly the result of insufficient resources.

NHTSA has conceded this in the Closing Resumes of more than one probe. In denying the 2006 defect petition of Camry owner William Jeffers III, the agency conceded:

“This in no way implies that we doubt the Petitioner's reported experiences with his vehicle. Rather, the agency simply lacks evidence of a safety related defect in his vehicle or a trend of such defects in the subject vehicles. In view of the foregoing, it is unlikely that NHTSA would issue an order for the notification and remedy of a safety-related defect as alleged by the Petitioner in the subject vehicles at the conclusion of the requested investigation. Therefore, in view of the need to allocate and prioritize NHTSA's limited resources to best accomplish the agency's safety mission, the petition is denied.”<sup>151</sup>

The agency's rejection of William Kronholm's Tacoma petition struck a similar note:

“ODI reviewed the petition, assessed VOQs, interviewed persons who filed VOQs, tested the vehicle, and reviewed Toyota's response to an agency Information Request. The complaints fell into three groups. A majority of the complaints may have involved the Tacoma's throttle control system. Some complaints did not involve a failure of the throttle control system. For the remaining reports, although there may have been an issue with the throttle control system as one possible explanation, we have been unable to determine a cause related to throttle control or any underlying cause that gave rise to the complaint. For those vehicles where the throttle control system did not perform as the owner believes it should have, the information suggesting a possible defect related to motor vehicle safety is quite limited.

Additional investigation is unlikely to result in a finding that a defect related to motor vehicle safety exists or a NHTSA order for the notification and remedy of a safety-related defect as requested by the petitioner. Therefore, in view of the need

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<sup>151</sup> DP06001; Denial of Defect Petition; Federal Register Notice; National Highway Traffic Safety Administration March 5, 2007

to allocate and prioritize NHTSA's limited resources to best accomplish the agency's safety mission, the petition is denied.”<sup>152</sup>

But Toyota has created its own problem.

The automaker has ignored customers’ real-world experiences and refused – at least publicly – to consider that it has not accounted for all of the ways its electronic throttle systems or the sensors that work in concert with it could malfunction. This insistence on design infallibility has forced the company into the very uncomfortable posture it finds itself today. Toyota has shifted the blame from drivers to its floor mats to its suppliers. It has never conceded that the blame lies in its own designs – be they a floor arrangement that allows a mat to wander freely or an electronic system that can be overcome by random, intermittent faults, and more fundamentally adequate failsafe designs. It is no wonder that the public is confused.

For six years, Toyota consistently denied that vehicle-initiated sudden unintended acceleration can even occur:

“With regard to allegations of unintended acceleration, *Toyota does not believe that uncontrollable acceleration can occur without the driver applying the accelerator pedal because of the several detection systems described above.* If an abnormal condition occurs, such as the ETC sending the signal to the throttle body to open the throttle without applying the accelerator pedal due to a failure of a component or a malfunction of the system, or if the throttle simply were to open on its own, the system goes into failsafe mode.”<sup>153</sup>

The automaker has argued that the electronic throttle control system can not be implicated in any malfunction, unless it is detected by a diagnostic fault code:

“In case the ECU itself experiences a malfunction and an abnormal throttle control signal is sent to the throttle motor, the above detection system will still work as designed because of built in redundancy. The ECU has two CPUs and these two CPUs are comparing each signal received every 100 milliseconds in order to measure its own functionality. In the event of a multipoint failure (one of the CPUs or any sensor or sensors) the system will go into failsafe mode and illuminate the engine warning lamp because of the built in redundancies in the ETC system.”<sup>154</sup>

Further, Toyota has not budged from the assertion that the brake system can overcome an open throttle:

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<sup>152</sup> DP08001; ; Denial of Defect Petition; Federal Register Notice; Vol. 72; page 51551; National Highway Traffic Safety Administration; September 3, 2008

<sup>153</sup> DP05002; Toyota Response; Chris Tinto; Toyota Motor Company; November 15, 2005

<sup>154</sup> PE04021; Toyota Response; Chris Tinto; Toyota Motor Company; June 19, 2004

“Toyota believes that if the throttle had opened as was alleged by the complainant, and the consumer was applying the brake pedal as stated, the vehicle brakes would have restrained vehicle motion.”<sup>155</sup>

“In addition, the brake system and the ETC system are mechanically separated and work independently of each other. *Therefore, even if the ETC system fails, the brake system still works as designed and unintended acceleration cannot occur.* Furthermore, brake systems that fail mechanically leave evidence of their failure after the occurrence and do not return to normal operating conditions by themselves.”<sup>156</sup>

*“As with any vehicle in production today, the ES350 service brakes are more than adequate in stopping a vehicle with a stuck throttle pedal. Customers would be aware that something is operating in an unusual manner, can apply the brakes and shut off the vehicle, as instructed in their owner's manual.”*<sup>157</sup>

Simply, Toyota’s entire argument is: our system cannot fail. And, if the system can not fail, then the fault lies elsewhere. In 2007, when the agency opened its third Lexus investigation, Toyota blamed customers for stacking all-weather mats on top of the original carpet mats causing pedal entrapment. In its first all-weather floor mat recall 07E082, even as the company filed a defect notice in September 2007, it insisted that there was no defect:

“Toyota has carefully evaluated the agency's concerns in the defect investigation EA07-010 and has concluded that the subject vehicles do not contain a safety related defect. With respect to the All Weather Floor Mats that are associated with the field incidents reported in EA07-010, Toyota concluded that the mats do not contain a safety-related defect; however, Toyota agrees that an unsecured All Weather Floor Mat, especially one that is stacked on top of another floor mat, can migrate toward the accelerator pedal, potentially preventing it from returning to idle.”<sup>158</sup>

Five days after NHTSA closed the last Toyota SUA investigation, DP09001, Toyota issued a press release announcing what it perceived as the regulator’s latest vindication:

“The question of unintended acceleration involving Toyota and Lexus vehicles has been repeatedly and thoroughly investigated by NHTSA, without any finding of defect other than the risk from an unsecured or incompatible driver’s floor mat,” said Bob Daly, TMS senior vice president.<sup>159</sup>

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<sup>155</sup> PE04021; Toyota Response; Chris Tinto; Toyota Motor Corporation; June 19, 2004

<sup>156</sup> DP05002; Toyota Response; Chris Tinto; Toyota Motor Corporation; November 15, 2005

<sup>157</sup> PE07016; Toyota Response; Christ Tinto ; Toyota Motor Corporation ; Response 15; Pg 13; 2007; June 11, 2007

<sup>158</sup> Recall 07E082; Defect Information Report; Toyota Motor Corporation;

<sup>159</sup> Toyota Begins Interim Notification to Owners Regarding Future Voluntary Safety Recall Related to Floor Mats Letter Confirms No Defect Exists in Vehicles with Properly; Press release; Toyota Motor Company; November 2, 2009

“..no defect exists in vehicles in which the driver’s floor mat is compatible with the vehicle and properly secured.”<sup>160</sup>

In a letter to its customers, Toyota referred to NHTSA’s “extensive technical review” of the issue, including interviews with consumers who had complained of unwanted acceleration, NHTSA concluded that “...the only defect trend related to vehicle speed control in the subject vehicles involved the potential for accelerator pedals to become trapped near the floor by out-of-position or inappropriate floor mat installations.”<sup>161</sup>

When consumers who had taken all floor mats out of their vehicle stepped forward to recount their SUA crashes and near-miss experiences, Toyota shifted the focus to sticking accelerator pedals – even though the accelerator is not implicated in any number of SUA incidents in which the driver’s foot was on the brake. In January, the president of Toyota’s US sales unit confidently declared:

“We know what the problem is. We have the fix. And we're going to take great care of our customers.”<sup>162</sup>

Sudden Unintended Acceleration in the age of advanced vehicle electronics is a complex and multi-source problem. If Toyota knows what the problems are, it has not shared them with the public. The fixes – except for the brake to idle feature to be implemented in a select number of vehicles – will not prevent continued complaints of unintended acceleration. And it is long past the time to “take great care” of their customers.

## **Conclusion**

After examining the lengthy and complex public history of SUA in Toyota vehicles, Safety Research & Strategies has concluded:

- SUA is occurring among a wider range of Toyota models and model years than has been investigated or remedied.
- Neither Toyota nor the NHTSA has identified all of the causes of SUA in Toyota and Lexus vehicles. Both have adopted the simplest, mechanical explanation for these incidents.
- Pedal entrapment may be a cause of SUA. The data show that floor mat interference cannot be the only cause.

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<sup>160</sup> Toyota Begins Interim Notification to Owners Regarding Future Voluntary Safety Recall Related to Floor Mats Letter Confirms No Defect Exists in Vehicles with Properly; Press release; Toyota Motor Company; November 2, 2009

<sup>161</sup> Toyota Begins Interim Notification to Owners Regarding Future Voluntary Safety Recall Related to Floor Mats Letter Confirms No Defect Exists in Vehicles with Properly; Press release; Toyota Motor Company; November 2, 2009

<sup>162</sup> Toyota Owners Barrage Dealers With Calls as Pedal Fixes Shipped; Mike Ramsey; Business Week; February 1, 2010

- Sticking accelerator pedals do not appear to cause the SUA events as reported by drivers.
- NHTSA has not yet conducted a thorough investigation of all possible causes. It has been hampered by decisions to limit data and exclude data which didn't fit its hypotheses. The agency may lack expertise and resources. It has been unduly influenced by its past experiences investigating SUA in mechanical throttle systems. Toyota's electronic system is significantly different and more complex than the older, mechanical systems.
- Toyota has not accepted its responsibility in manufacturing and selling vehicles which have design flaws that can contribute to SUA. It has insisted that its system cannot fail and has blamed drivers and suppliers.
- Toyota's past recalls have been ineffective. Drivers of recalled vehicles, who have applied the remedy, still experience SUA.
- Toyota has not addressed SUA problems in some of the models and model years with the worst complaint records, many of which are not eligible for any of the current remedies.
- In view of the automaker's and the government's inability to isolate all of the causes of SUA, Toyota should immediately implement a brake-to-idle override on all affected models and model years to ensure public safety.



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***Appendix A: Unintended Acceleration Incidents Reported 1999-January 19, 2010  
Involving Vehicles Outside of the Recall Populations***

The attached appendix is comprised of incidents of unintended acceleration occurring in vehicles outside of the scope of the six Toyota floor mat and accelerator pedal recalls. Sources for these incidents include:

- Consumer complaints to NHTSA
- Toyota-submitted claims from several NHTSA investigations into SUA
- Incidents reported by media organizations
- Consumer contacts made to Safety Research & Strategies, Inc., and other organizations who are reporting incidents that they have received.

We have reviewed all of the complaints in the database and, using the details provided in the incident descriptions, coded every field possible. We focused particularly on date of incident, vehicle make, model, and model year, whether or not an incident resulted in a crash, and injury and death counts. In cases where NHTSA had already coded those fields, we relied on their coding unless the incident descriptions provided clear contradictions.

Every effort has been made to identify duplicate records and combine them; however, often the reports do not provide enough detail to link incidents to other reports; there are likely some duplicates among our records – if there are, they are few.

In order to limit these incidents to only those occurring in non-recalled vehicles, we reviewed the vehicle make, model, model year, and, when necessary, VIN, in order to determine the recall status of the vehicles involved in the incidents. When model year was not known for vehicles that were included in one or more recalls, we excluded the associated records. This resulted in 1,122 incidents of unintended acceleration involving vehicles outside of the recalls.



**Toyota ID No:**  
**NHTSA ODI No:** 10003640  
**Date of Incident:** 19000101  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** POMPANO BEACH, FL  
**NHTSA Summary:**  
CONSUMER STATED WHILE PULLING INTO A PARKING SPACE AND WITHOUT ANY INDICATION VEHICLE ACCELERATED, JUMPING OVER PARKING BLOCK AND KNOCKING DOWN A TREE. DEALER AND MANUFACTURED HAD BEEN CONTACTED. PLEASE PROVIDE FURTHER INFORMATION.\*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10119000  
**Date of Incident:** 19010101  
**Vehicle:** 2002 TOYOTA AVALON  
**Location of Incident:** ITHACA, NY  
**NHTSA Summary:**  
2002 TOYOTA AVALON EXPERIENCED SUDDEN ACCELERATION AFTER CRUISE CONTROL WAS DISENGAGED.\*\*\*NO ANSWER REQUIRED\*\*\*MR THE FIRST INCIDENT OF SUDDEN ACCELERATION CAUSED THE VEHICLE TO IMPACT LOW TREES BRANCHES WHICH SCRATCHED THE HOOD OF THE VEHICLE. THE SECOND INCIDENT RESULTED IN NO DAMAGE. \*NM  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10171210  
**Date of Incident:** 19010101  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** SAN JUAN CAPISTRANO, CA  
**NHTSA Summary:**  
LTR FM (CA) RE THE 2002-2005 TOYOTA CAMRY, SOLORA, AND LEXUS AUTOMOBILES, REQUEST NHTSA DO A FULL INVESTIGATION ON THESE VEHICLE RE SUDDEN ACCELERATION. \*TS WHILE DRIVING THE VEHICLE ACCELERATED SUDDENLY AND RESULTED IN AN ACCIDENT. \*NM  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10168014  
**Date of Incident:** 19010101  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** HUNTINGTON, NY  
**NHTSA Summary:**  
2005 TOYOTA CAMRY LURCHED FORWARD ON OCCASIONS CAUSING DAMAGE TO THE VEHICLE. THE AIR BAGS FAILED TO DEPLOY DURING ACCIDENT. \*KB WHILE PARKING, ON TWO SEPARATE OCCASIONS, THE VEHICLE LURCHED FORWARD WHILE THE CONSUMER WAS PULLING INTO A PARTING SPACE.. EACH TIME THE CONSUMER S FOOT WAS ON THE BRAKE PEDAL PREPARING TO STOP. DURING THE SECOND OCCURRENCE THE CONSUMER'S HUSBAND HEARD THE ENGINE REV FROM NEAR IDLE SPEED TO VERY HIGH RPM'S, AT OR CLOSE TO THE MAXIMUM RPM. THE VEHICLE HIT A TREE. \*NM  
**Additional Summary:**

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**Toyota ID No:**  
**NHTSA ODI No:** 10166955  
**Date of Incident:** 19010101  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** GARNER, NC  
**NHTSA Summary:**  
PETITION FOR DEFECT INVESTIGATION INTO MODEL YEAR 2002 THROUGH 2006 TOYOTA CAMRY SOLARA VEHICLES FOR INCIDENTS RELATING TO VEHICLE SURGING. \*TS THE CONSUMER EXPERIENCED SUDDEN ACCELERATION IN HIS VEHICLE. \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10125854  
**Date of Incident:** 19010101  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** FOUNTAIN INN, SC  
**NHTSA Summary:**  
CONSUMER IS REQUESTING INFORMATION REGARDING THE STATUS OF THE REVIEW OF THE 2004 LEXUS EX 330 ACCELERATION DELAY PROBLEM.\*MR THE CONSUMER EXPERIENCED AN ACCELERATION DELAY WHILE DRIVING THE VEHICLE. WHEN THE CONSUMER SLOWED THE VEHICLE DOWN, LIKE WHEN APPROACHING A HIGHWAY ON RAMP, THEN ACCELERATED TO GET INTO TRAFFIC, THERE WAS AN 1.5 SECOND DELAY BEFORE THE VEHICLE WOULD ACCELERATE. \*NM  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10145358  
**Date of Incident:** 19010101  
**Vehicle:** 2004 LEXUS LS430  
**Location of Incident:** SEWELL, NJ  
**NHTSA Summary:**  
THE CONSUMER'S 2004 LEXUS LS 430 HESITATED INTERMITTENTLY WHILE ACCELERATING TO ENTER A HIGHWAY. \*NM THE VEHICLE WAS TAKEN TO THE DEALER TWICE AND ALL THEY SAID WAS THAT THE VEHICLE HAD TO LEARN THE CONSUMER'S DRIVING HABITS AND IT WOULD CORRECT ITSELF. THEY ALSO SAID THE WOULD BURN SOMETHING INTO THE COMPUTER BOARD. THE VEHICLE HESITATED AGAIN WHILE THE CONSUMER WAS MAKING A LEFT TURN FROM A VERY LOW SPEED. AFTER A FEW SECONDS THE VEHICLE FINALLY ACCELERATED BEFORE THE VEHICLE WAS HIT BY ONCOMING TRAFFIC. \*NM  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10165853  
**Date of Incident:** 19010101  
**Vehicle:** 2004 LEXUS RX330  
**Location of Incident:** BAKERSFIELD, CA  
**NHTSA Summary:**  
2004 LEXUS RX330 HESITATES WHILE DEPRESSING THE ACCELERATOR. \*KB THE VEHICLE HAS BEEN TAKEN TO THE DEALER SEVERAL TIMES TO ALLEVIATE THE PROBLEM BUT THEY CLAIMED THAT THE VEHICLE WAS OPERATING WITHIN NORMAL SPECIFICATIONS. THE VEHICLE HAS ALSO BEEN PLAGUED BY OTHER MALFUNCTIONS TO INCLUDE

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2

SQUEAKS, RATTLES, MULTIPLE MALFUNCTIONS OF THE SUNROOF ELECTRONICS, BROKEN SEATS AND LIFTGATE ALIGNMENT PROBLEMS. \*NM UPDATED 08/14/06. \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10039853  
**Date of Incident:** 19010101  
**Vehicle:** 2003 TOYOTA TOYOTA  
**Location of Incident:** BOYNTON BEACH, FL  
**NHTSA Summary:**  
NAR 9-10-03. FOIA EMAIL FWD FM KOST/GC INQUIRING HOW MANY 2003 TOYOTA'S HAVE HAD A PROBLEM OF ACCELERATING WHILE THE BRAKE IS BEING APPLIED, ES HAVE NO RECORD. \*CB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10076020  
**Date of Incident:** 19991006  
**Vehicle:** 2000 TOYOTA AVALON  
**Location of Incident:** OCEANSIDE, CA  
**NHTSA Summary:**  
PROBLEMS WITH CONSUMER GETTING LOCKED IN VEHICLE AS WELL AS BRAKE PROBLEMS. \*MR THE PROBLEM HAD BEEN PRESENT SINCE THE VEHICLE WAS PURCHASED. THE STEERING WHEEL WOULD NOT TURN, NEITHER WOULD THE KEY TURN THE IGNITION. THE BRAKE PROBLEM REMAINED UNRESOLVED. ON ANOTHER OCCASION THE CONSUMER TRIED TO SLOW DOWN TO MAKE A TURN AND THE VEHICLE ACCELERATED UNCONTROLLABLY. THE ONLY WAY THE VEHICLE WOULD STOP, WAS TO TURN THE KEY AND THE SHUT THE MOTOR OFF. THE VEHICLE LOST POWER WHEN BACKING OUT OF A PARKING SPACE, THE IGNITION PROBLEM WAS INTERMITTENT AND THE BRAKE PROBLEM WAS INTERMITTENT. \*SC \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 8003846  
**Date of Incident:** 19991018  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** ANN ARBOR, MI  
**NHTSA Summary:**  
BOTH BRAKE PEDAL AND ACCELERATOR PEDAL ARE DESIGNED TOO CLOSE TOGETHER. FEEL FREE TO PROVIDE ANY FURTHER INFORMATION.\*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 717089  
**Date of Incident:** 19991220  
**Vehicle:** 2000 TOYOTA SIENNA  
**Location of Incident:** CYPRESS, TX  
**NHTSA Summary:**  
LOCATION-PARKING LOT, RAINING, TIRES LOST TRACTION AND ACCELERATOR STUCK ON FULL, BRAKES WOULD NOT FUNCTION. THE VEHICLE PROPELLED FORWARD GLANCING OFF THE BACK OF A FULL SIZED PICKUP AND DEFLECTED INTO A SUBURBAN

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3

WHERE IT FINALLY STOPPED, NO ONE WAS HURT BUT THIS SITUATION COULD HAVE BEEN VERY SERIOUS IF ANYONE HAD BEEN NEAR BECAUSE I HAD VERY LITTLE CONTROL(STEERING ONLY). \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 859713  
**Date of Incident:** 20000206  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** ORLANDO, FL  
**NHTSA Summary:**  
WHEN DRIVING AT A LOW RATE OF SPEED AND PULLING INTO A PARKING SPACE WITH FOOT DEPRESSED ON THE BRAKE PEDAL VEHICLE CONTINUED TO MOVE, CAUSING UNWANTED ACCELERATION AND EXTENDED STOPPING DISTANCE. CONSUMER HAS CONTACTED THE DEALER. DEALER SAID THAT A BRAKE LIGHT WAS ON AND THAT THE COMPUTER CODES SAID BRAKE DEPRESSED AND FRONT WHEELS SPINNING, BUT WOULDNT WRITE IT ON THE REPAIR TICKET FOR LEGAL REASONS. \*AK \*ML  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 718792  
**Date of Incident:** 20000213  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** CINCINNATI, OH  
**NHTSA Summary:**  
DURING A VERY HEAVY RAIN, I WAS DRIVING THE VEHICLE UP A MODERATELY STEEP HILL AT 40MPH WITH A CONSTANT PRESSURE TO THE ACCELERATOR, THE VEHICLE SUDDENLY BEGAN LOSING POWER AND SLIGHTLY DECELERATED. I INCREASED THE FOOT PRESSURE ON THE ACCELERATOR. THE ENGINE THEN "WOUND UP" AND A HIGH PITCHED, CONSTANT WHINE CAME FROM IT. AT THE CREST OF THE HILL, THE RPM'S DROPPED, THE WHINE CEASED, AND THE VEHICLE RESUMED ITS NORMAL ACCELERATION. IMMEDIATELY AFTER THAT I HEARD A RATTLING NOISE FROM THE UNDERCARRIAGE AROUND THE FRONT DRIVER SEAT AREA. IT SOUNDED LIKE METAL BANGING ON METAL. IT STOPPED AFTER A FEW SECONDS. EARLIER IN THE EVENING, MY WIFE HAD DRIVEN THE VEHICLE IN THE SAME HEAVY RAIN AND NOTED THE SAME PROBLEMS WHILE DRIVING ON THE INTERSTATE AT APPROXIMATELY 50 MPH ON A LEVEL ROADWAY. THE VEHICLE WAS CHECKED BY THE DEALER ON 2/14, BUT THEY WERE UNABLE TO DUPLICATE THE ENGINE PROBLEM, NOR SAW ANY LOOSE COMPONENTS ON THE UNDERCARRIAGE. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 887476  
**Date of Incident:** 20000515  
**Vehicle:** 2000 LEXUS GS300  
**Location of Incident:** BAYONNE, NJ  
**NHTSA Summary:**  
VEHICLE ACCELERATED AT SLOW SPEEDS OF 25 MPH. AND ENGINE REVVED. THIS HAS HAPPENED 4 TIMES. TOOK VEHICLE TO DEALER WHO COULD NOT REMEDY SITUATION. \*AK  
**Additional Summary:**

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**Toyota ID No:**  
**NHTSA ODI No:** 872727  
**Date of Incident:** 20000811  
**Vehicle:** 2000 LEXUS GS400  
**Location of Incident:** CUPERTINO, CA  
**NHTSA Summary:**  
 WAS DRIVING VEHICLE & STARTED TO PRESS DOWN ON BRAKES AND VEHICLE SUDDENLY ACCELERATED WITHOUT WARNING. TOOK VEHICLE TO DEALERSHIP & MECHANIC COULD NOT LOCATE CAUSE OF ACCELERATION. 2ND TIME PROBLEM, NOT DUPLICATED AFTER IT HAPPENED PRIOR TO TAKING TO DEALERSHIP. HAD HAPPENED 6 DIFFERENT TIMES SINCE THEN & PROBLEM WAS GETTING WORSE. MECHANIC DID NOT KNOW CAUSE OF ACCELERATION.\*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 875553  
**Date of Incident:** 20000908  
**Vehicle:** 2000 LEXUS RX300  
**Location of Incident:** PRAMOUNT, CA  
**NHTSA Summary:**  
 WHEN CHANGING LANES STEERING WHEEL WENT INTO OPPOSITE DIRECTION, RESULTING IN A COLLISION. DEALER HAS INSPECTED VEHICLE, AND HAS NOT BEEN ABLE TO DUPLICATE OR CORRECT PROBLEM. MANUFACTURER HAS BEEN NOTIFIED. THROTTLE WAS STICKING. SPEAKER FAILED. CONSUMER HEARD A RATTLING NOISE IN RIGHT FRONT DASH AREA, DEALER REPLACED THE GLOVE COMPARTMENT.\*AK \*SLC  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 558197  
**Date of Incident:** 20000925  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** BOSSIER CI, LA  
**NHTSA Summary:**  
 THREE WEEKS AFTER PURCHASING THE VEHICLE, CONSUMER COMPLAINED THAT THE ENGINE WAS RUNNING ROUGH AND IRREGULARLY, AT THAT TIME THE DEALER WAS UNABLE TO INSPECT THE VEHICLE, SOON AFTER THE CONSUMER WAS INVOLVED IN AN ACCIDENT IN WHICH SHE WAS UNABLE TO STOP THE VEHICLE, A WEEK AFTER THE ACCIDENT CONSUMER RECEIVED NOTIFICATION WHICH ADVISED OF A DEFECTIVE CRUISE CONTROL THROTTLE LINKAGE CLIP, CONSUMER BELIEVES THE DEFECT CAUSED THE ACCIDENT (ATTORNEY FOR CLIENT). NLM  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 8015367  
**Date of Incident:** 20000930  
**Vehicle:** 2001 LEXUS IS300  
**Location of Incident:** HUNTINGTON STATION, NY  
**NHTSA Summary:**  
 WHILE DRIVING VEHICLE WOULD HESITATE WHEN ACCELERATING. VEHICLE BEEN TO DEALER ON THREE OCCASIONS, AND PROBLEM REOCCURRED. FEEL FREE TO PROVIDE ANY FURTHER INFORMATION.\*AK  
**Additional Summary:**

**Additional Summary:**

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**Toyota ID No:**  
**NHTSA ODI No:** 874012  
**Date of Incident:** 20001025  
**Vehicle:** 2000 TOYOTA ECHO  
**Location of Incident:** LONG ISLAND, NY  
**NHTSA Summary:**  
 WHILE APPLYING BRAKES VEHICLE ACCELERATED SUDDENLY AND UNEXPECTEDLY. DRIVER PUT VEHICLE INTO PARK TO STOP IT. DEALER WAS INSPECTING VEHICLE.\*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 879102  
**Date of Incident:** 20001025  
**Vehicle:** 2001 TOYOTA TACOMA  
**Location of Incident:** SACRAMENTO, CA  
**NHTSA Summary:**  
 CONSUMER WAS TRAVELING IN RAINY CONDITIONS AT 20MPH AND WITHOUT ACCELERATION FRONT SLID ACROSS ROAD INTO ANOTHER VEHICLE. NO INJURIES, TOYOTA HAS INSPECTED VEHICLE BUT DID NOT TEST DRIVE IT. EVERYTHING MET REQUIREMENTS, BUT NOTHING ELSE COULD BE DONE FOR CONSUMER.\*AK \*YD  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 877195  
**Date of Incident:** 20001130  
**Vehicle:** 2000 LEXUS RX300  
**Location of Incident:** LAKE CHARLES, LA  
**NHTSA Summary:**  
 VEHICLE EXPERIENCED SUDDEN ACCELERATION IN REVERSE AND HIT A POLE. GEAR SHIFT WAS STUCK IN REVERSE AND COULD NOT SHIFT INTO DRIVE, THE ENGINE TORQUED UP AND ACCELERATED FORWARD, CAUSING VEHICLE TO CRASH INTO A BRICK WALL, CONSUMER SUSTAINED WHIPLASH DUE TO THE ACCIDENT. \*SLC  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 737644  
**Date of Incident:** 20001208  
**Vehicle:** 2000 TOYOTA TUNDRA  
**Location of Incident:** PINELLAS PARK, FL  
**NHTSA Summary:**  
 ACCELERATOR WENT DOWN TO THE FLOOR AS IF THE CRUISE CONTROL TOOK OVER, AIRBAGS DID NOT DEPLOY ON IMPACT.\*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 876387  
**Date of Incident:** 20001212  
**Additional Summary:**

**Vehicle:** 2001 TOYOTA COROLLA  
**Location of Incident:** PROSPECT HEIGHTS, IL  
**NHTSA Summary:**  
 WHILE TRAVELING ON HIGHWAY AT 45 MPH APPLIED ACCELERATOR PEDAL TO PASS, AND ACCELERATOR PEDAL REMAINED STUCK. TO THE FLOOR AND WOULD NOT RETURN, CAUSING VEHICLE TO SUDDENLY TAKE OFF. CONSUMER WAS ABLE TO SWITCH OFF VEHICLE, AND COACH ONTO THE SIDE OF ROAD. DEALER WAS NOT CONTACTED AT THIS TIME. PLEASE FEEL FREE TO PROVIDE ANY FURTHER DETAILS ON THIS MATTER. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 742890  
**Date of Incident:** 20010102  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** GETTYSBURG, PA  
**NHTSA Summary:**  
 DEALER SAYS THAT THROTTLE STICKING IS THE NORM FOR CAMRYS AND IS NOT A DRIVE TRAIN PROBLEM AND NOT WARRANTED.\*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 740462  
**Date of Incident:** 20010115  
**Vehicle:** 2001 LEXUS ES300  
**Location of Incident:** FAIRFAX, VA  
**NHTSA Summary:**  
 STICKING ACCELERATOR \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 880752  
**Date of Incident:** 20010214  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** GAITHERSBURG, MD  
**NHTSA Summary:**  
 WHILE DRIVING ABOUT 30 MPH ENGINE SUDDENLY ACCELERATED WITHOUT A PRIOR WARNING. CONSUMER HAD TO TURN OFF ENGINE, AND PUT PAWL IN NEUTRAL, VEHICLE THEN STOPPED, AVOIDING A CRASH INTO A CROW. DEALER SAID THAT THROTTLE CABLE WAS THE PROBLEM. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 742430  
**Date of Incident:** 20010221  
**Vehicle:** 2001 LEXUS RX300  
**Location of Incident:** CARLSBAD, CA  
**NHTSA Summary:**  
 FOOT SOLELY ON BRAKE AS VEHICLE COMING TO A STOP IN PARKING SPOT SUDDENLY WITH NO REASON ACCELERATED OVER-RIDING THE PRESSURE ON THE BRAKE--JUMPING THE CONCRETE STOP-KNOCKING OVER PARKING POST AND SIGN AND COMING TO A STOP  
**Additional Summary:**

JUST HITTING THE OPPOSING VEHICLE'S LEFT FRONT WHEEL WELL DOING DAMAGE TO IT AND TO MY CAR.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 561171  
**Date of Incident:** 20010223  
**Vehicle:** 2000 LEXUS ES300  
**Location of Incident:** EAST RUTHE, NJ  
**NHTSA Summary:**  
 WHILE BACKING INTO GARAGE THE VEHICLE SUDDENLY ACCELERATED BACKWARDS STRIKING SEVERAL ARTICLES STORED IN THE GARAGE, THE VEHICLE SUFFERED EXTENSIVE DAMAGE TO THE REAR END AND LEFT REAR QUARTER PANEL, THE DRIVER SUFFERED NECK AND LOWER BACK DISCOMFORT BUT REQUIRED NO MEDICAL ATTENTION, THIS PROBLEM OCCURED ONCE BEFORE WHILE BACKING INTO GARAGE BUT WITHOUT INCIDENT. NLM  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 888671  
**Date of Incident:** 20010314  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** BALTIMORE, MD  
**NHTSA Summary:**  
 WHILE TRAVELING AND WITHOUT ANY INDICATION VEHICLE WOULD IDLE HIGH, CAUSING CONSUMER TO DEPRESS BRAKE PEDAL AND VEHICLE WOULD STILL TRAVEL, RESULTING IN CONSUMER'S VEHICLE TO RUNNING INTO SOMTHING.\*AK CONSUMER STATES SHE HIT ANOTHER VEHICLE IN FRONT OF HER. DELAERSHIP WAS UNABLE TO DUPLICATE THE PROBLEM ON BOTH OCCASIONS.\*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 8001640  
**Date of Incident:** 20010401  
**Vehicle:** 2001 TOYOTA SEQUOIA  
**Location of Incident:** FORT COLLINS, CO  
**NHTSA Summary:**  
 WHEN ACCELERATING FROM A COMPLETE STOP THERE WAS A HESITATION IN ENGINE. THIS HESITATION ALMOST RESULTED IN SEVERAL VEHICLE CRASHES. DEALERSHIP HAS EXAMINED VEHICLE, BUT COULD NOT DUPLICATE THE PROBLEM. INFORMED CONSUMER THIS HESITATION WAS NORMAL. PLEASE PROVIDE ANY ADDITIONAL INFORMATION / DOCUMENTATION. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 752241  
**Date of Incident:** 20010402  
**Vehicle:** 2001 TOYOTA RAV4  
**Location of Incident:** WINONA, MN  
**NHTSA Summary:**

THE 2001 TOYOTA RAV4 HAS A SIGNIFICANT HESITATION PROBLEM UPON ACCELERATION RESULTING IN, IN MY OPINION, AN EXTREMELY UNSAFE VEHICLE. AT RANDOM TIMES THERE IS VIRTUALLY NO POWER PRODUCED BY THE ENGINE FOR APPROX. 5-10 SECONDS WHEN THE ACCELERATOR IS DEPRESSED. THIS RESULTS IN A VERY DANGEROUS SITUATION WHEN IN HEAVY TRAFFIC. THE DEALER, ADMITTING THERE IS A PROBLEM, CLAIMS THEY HAVE NO IDEA WHAT CAUSES IT, NOR DOES TOYOTA. I HAVE NARROWLY MISSED BEING HIT BY OTHER TRAFFIC WHEN I EXPECTED THE VEHICLE TO SMOOTHLY ACCELERATE OUT OF HARMS WAY WHEN IT DID NOT.\*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 888732  
**Date of Incident:** 20010501  
**Vehicle:** 2000 TOYOTA SIENNA  
**Location of Incident:** CHARLOTTESVILLE, VA  
**NHTSA Summary:**  
 THERE WAS A SUDDEN DECREASE IN ACCELERATION WHILE IN CRUISE CONTROL, AND AN UNUSUAL NOISE.\*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 888046  
**Date of Incident:** 20010508  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** PLYMOUTH, MI  
**NHTSA Summary:**  
 WHILE DRIVING AT APPROXIMATELY 10 MPH AND TURNING A CORNER VEHICLE ACCELERATED SUDDENLY. CONSUMER LOST CONTROL OF VEHICLE, AND VEHICLE ROLLED TWICE. DEALERSHIP HAS NOT GIVEN A REASON FOR THE DEFECT IN THIS VEHICLE.\*AK CONSUMER STATES VEHICLE GOT UP TO BETWEEN 70 AND 80 MPH WITHIN 2 MINUTES, CONSUMER WAS INJURED IN ACCIDENT. \*SLC  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 889536  
**Date of Incident:** 20010511  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** WINNETKA, CA  
**NHTSA Summary:**  
 VEHICLE ACCELERATED SUDDENLY AND UNEXPECTEDLY, RESULTING IN A COLLISION/ MINOR INJURIES. MANUFACTURER HAS BEEN NOTIFIED. \*AK CONSUMER WAS INJURED IN VEHICLE, CONSUMER STATES STEERING WHEEL TURNED SHARPLY TO THE LEFT AT TIME OF SUDDEN ACCELERATION. \*SLC  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 890582  
**Date of Incident:** 20010601  
**Vehicle:** 2001 TOYOTA CAMRY  
**Location of Incident:** APEX, NC  
**NHTSA Summary:**

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WHILE TRAVELING BETWEEN 55 AND 65 MPH A VIBRATION OCCURS IN VEHICLE UNDER NORMAL OPERATION. DEALERSHIP COULD NOT DUPLICATE PROBLEM, AND COULD NOT ASSIST CONSUMER. DURING THE WEEK OF JUNE 11TH, ACCELERATOR STUCK WHILE VEHICLE WAS IN OPERATION. DEALERSHIP AGAIN STATED THEY COULD NOT FIND ANYTHING WRONG WITH VEHICLE.\*AK CONSUMER NOTICED CRUISE CONTROL WAS NOT WORKING PROPERLY SHORTLY AFTER PURCHASE. IT WOULD CUT IN AND OUT AND JERK VEHICLE, DEALER ADJUSTED TERMINAL OF JUMPER SWITCH WIRE TO ENSURE GOOD CONTACT AND ADJUSTED CABLE OF THE CRUISE CONTROL A COUPLE MONTHS LATER, NOW CONSUMER EXPERIENCES PROBLEMS WITH THE ACCELERATOR STICKING WITHOUT THE CRUISE CONTROL TURNED ON. CRUISE IS STILL EXPERIENCING PROBLEMS WHILE ON. RPM'S ARE RUNNING HIGH WHILE AT STOPS, AND ACCELERATOR IS STICKING. WHILE APPLYING BRAKES WHEN THEY ARE HEATED UP, THEY GET HARD AND CAUSE VEHICLE TO VIBRATE. \*SLC  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 892935  
**Date of Incident:** 20010618  
**Vehicle:** 2001 TOYOTA ECHO  
**Location of Incident:** HUNTERSVILLE, NC  
**NHTSA Summary:**  
 BRAKE PEDAL AND THE ACCELERATOR PEDAL ARE TOO CLOSE AND CAUSE ERRATIC OPERATION WHEN APPLYING EITHER PEDAL. DEALER/MANUFACTURER WERE NOTIFIED. FEEL FREE TO PROVIDE ANY FURTHER DETAILS ON THIS MATTER.\*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 891865  
**Date of Incident:** 20010622  
**Vehicle:** 2001 TOYOTA COROLLA  
**Location of Incident:** SEVERN, MD  
**NHTSA Summary:**  
 WHILE BACKING OUT OF A PARKING SPACE CONSUMER NOTICED A NOISE. DEPRESSED BRAKES AND NOISE GOT LOUDER. THEN VEHICLE ACCELERATED, CAUSING VEHICLE TO RUN INTO WALL. \*AK CONSUMER STATES THAT THE ACCELERATION TOOK PLACE WHILE SHE WAS SWITCHING INTO DRIVE FROM REVERSE, EVEN THOUGH BRAKE WAS PRESSED, VEHICLE CONTINUED TO MOVE, AIRBAGS DEPLOYED CAUSING THE WINDSHIELD TO BREAK, CONSUMER WAS SLIGHTLY BRUISED AND BUMPED DUE TO DEPLOYMENT OF THE AIRBAGS. \*SLC  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 893635  
**Date of Incident:** 20010710  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** FISCHER, TX  
**NHTSA Summary:**  
 CONSUMERS WIFE WAS DRIVING AND PULLED INTO A PARKING LOT, AND VEHICLE ACCELERATED INTO A CEMENT BARRIER SURROUNDING A LIGHT POST. SHE WAS TRAVELING AT APPROXIMATELY 20 TO 25 MPH, AND BOTH FRONTAL AIR BAGS FAILED TO DEPLOY. NO DETERMINATION HAS BEEN MADE AS TO WHY THE AIR BAGS FAILED TO

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FUNCTION. DRIVER EXPERIENCED WHIPLASH, AND WAS SEEKING FURTHER MEDICAL HELP FOR NECK PAIN.\*AK \*YD  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 748511  
**Date of Incident:** 20010715  
**Vehicle:** 2001 TOYOTA COROLLA  
**Location of Incident:** FREMONT, CA  
**NHTSA Summary:**  
 DRIVER WAS TRYING TO PARK THE CAR, THUS THE CAR WAS TRAVELLING AT VERY LOW SPEED. CAR SUDDENLY SURGED AFTER THE DRIVER APPLIED THE BRAKE. CAR WENT OVER THE CEMENT TIRE STOPPER, UP A SMALL HILL, HIT A WALL, AND STOPPED. THIS CANNOT POSSIBLY HAVE BEEN CAUSED BY THE DRIVER HITTING THE ACCELERATOR PEDAL. THIS IS A SERIOUS SAFETY PROBLEM. WE WILL CONTACT THE DEALER AND THE MANUFACTURER ON JULY 16, 2001. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 564115  
**Date of Incident:** 20010823  
**Vehicle:** 2001 TOYOTA RAV4  
**Location of Incident:** PLEASANT HILL, CA  
**NHTSA Summary:**  
 ON SEVERAL OCCASIONS, WITH THE CAR IN PARK AND STILL RUNNING, VEHICLE WOULD MAKE A HUGE CLANKING NOISE AND WOULD SPEED FORWARD WITH UNCONTROLLABLE ACCELERATION, VEHICLE RECEIVED BODY DAMAGE, DEALER UNABLE TO LOCATE PROBLEM. \*TT  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 895142  
**Date of Incident:** 20010824  
**Vehicle:** 2001 TOYOTA RAV4  
**Location of Incident:** SPRINGVILLE, CA  
**NHTSA Summary:**  
 WHILE COMING TO COMPLETE STOP BY PRESSING ABS BRAKES, VEHICLE SUDDENLY ACCELERATED AND HIT A STONEWALL. DEALER HAS BEEN CONTACTED PLEASE PROVIDE FURTHER DETAILS. CONSUMER HAS TAKEN PHOTOGRAPHS OF VEHICLE/ WALL AND GROUND, SHOWING NO TIRE MARKS.\*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 751206  
**Date of Incident:** 20010825  
**Vehicle:** 2001 TOYOTA RAV4  
**Location of Incident:** ELK GROVE VILLAGE, IL  
**NHTSA Summary:**  
 VEHICLE EXHIBITS INTERMITTENT HESITATION UPON ACCELERATION FROM STOP OR LOW SPEED HESITATION HAS OCCURRED SINCE SHORTLY AFTER VEHICLE PURCHASE DATE, WITH INCREASED FREQUENCY DURING LAST 60-90 DAYS. HESITATION OCCURS

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BOTH WITH AIR CONDITIONING ON AND OFF, AND WITH 4-SPEED AUTOMATIC TRANSMISSION OVERDRIVE ON AND OFF. 2-3 OCCURRENCES PER WEEK ARE CURRENTLY EXPERIENCED. MOST FREQUENT WHEN VEHICLE IS MAKING SLOW TURN (BOTH RIGHT AND LEFT) AND LASTS 5-10 SECONDS EVEN IF ACCELERATOR IS NEARLY FULLY DEPRESSED. HESITATION HAS ALSO OCCURRED WHEN MOVING STRAIGHT AHEAD FROM STOP OR FROM LOW SPEED (5-10 MPH) STOP AND GO TRAFFIC. DEALER HAS BEEN NOTIFIED AND COULD NOT REPLICATE PROBLEM OR OFFER A SOLUTION, HOWEVER VEHICLE WAS DRIVEN FOR ONLY A SHORT TIME BY DEALER'S SERVICE TECHNICIANS. DEALER INDICATES NO REPORT OF SIMILAR PROBLEMS EITHER AT THIS DEALERSHIP OR TO TOYOTA USA ALTHOUGH I KNOW OF OTHER 2001 RAV4 OWNERS WHO HAVE REPORTED A HESITATION PROBLEM TO THEIR DEALERS AND HAVE NOT HAD THE PROBLEM RESOLVED. WHILE THIS PROBLEM IS INTERMITTENT, THIS IS, IN SOME WAYS, WORSE THAN IF IT HAPPENED EVERY TIME BECAUSE THERE IS NO WAY TO PREDICT THE EVENT AND COMPENSATE FOR IT.\*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10008698  
**Date of Incident:** 20010915  
**Vehicle:** 2001 TOYOTA RAV4  
**Location of Incident:** MINNEAPOLIS, MN  
**NHTSA Summary:**  
 BRAKES WERE APPLIED VEHICLE SUDDENLY ACCELERATED.\*JB,...\*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 899675  
**Date of Incident:** 20010922  
**Vehicle:** 2001 LEXUS ES300  
**Location of Incident:** HUNTINGTON, NY  
**NHTSA Summary:**  
 VEHICLE EXPERIENCING PROBLEM WITH DECELERATION AND HESITATION WHEN APPLYING ACCELERATOR PEDAL. VEHICLE AT DEALER SHOP WAITING ON A COMPUTER REPLACEMENT ON NATIONAL BACK ORDER. FEEL FREE TO PROVIDE ANY FURTHER INFORMATION CONCERNING THIS MATTER. \*AK  
**Additional Summary:**

**Toyota ID No:** 200305270239  
**NHTSA ODI No:**  
**Date of Incident:** 20011008  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** ENFIELD, CT  
**NHTSA Summary:**  
 \*\*\* PHONE LOG 05/27/2003 08:09:09 AM ESMART  
 CUST STS ENGINE SURGES WHEN DECELERATING AND ACCELERATING AT SLOW SPEEDS AND WHEN GOING DOWN HILL. CUST SKS TO KNOW IF ANY KNOWN CONDS HAVE BEEN REPORTED. CUST STS VEH HAS NOT YET BEEN INSPECTED BY DLR

\*\*\* CASE CLOSE 05/27/2003 08:09:11 AM ESMART

**Additional Summary:**

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**Toyota ID No:**  
**NHTSA ODI No:** 8006333  
**Date of Incident:** 20011017  
**Vehicle:** 2000 LEXUS GS300  
**Location of Incident:** JACKSONVILLE, FL  
**NHTSA Summary:**  
VEHICLE STARTED TO ACCELERATE WHILE CONSUMER WAS IN TRAFFIC AT A CONSTANT SPEED OR 25-30 MPH. CONTACTED DEALER, AND THE DEALER COULD NOT DUPLICATE THE PROBLEM, THIS PROBLEM OCCURS AT LEAST ONE A WEEK. \*AK \*YD  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 755573  
**Date of Incident:** 20011111  
**Vehicle:** 2001 LEXUS ES300  
**Location of Incident:** POTOMAC FALLS, VA  
**NHTSA Summary:**  
ON NOVEMBER 11TH, 2001 I EXPERIENCED A TERRIFYING AND POTENTIALLY LIFE-THREATENING INCIDENT WITH MY CAR. ON THAT EVENING, I WAS APPROACHING A STOP SIGN AT A BUSY INTERSECTION, AND WHEN I PRESSED ON THE BRAKE THE CAR WOULDNT T STOP AND INSTEAD A SUDDEN ACCELERATION FORCED ME INTO THE MIDDLE OF THE INTERSECTION. I WAS ABLE TO STOP THE VEHICLE BY USING THE EMERGENCY BRAKE. SINCE THIS HAS NEVER HAPPENED BEFORE, I THOUGHT IT WAS AN ISOLATED INCIDENT, SO I CONTINUED TO DRIVE THE VEHICLE. IT SEEMED TO BE OPERATING PROPERLY FOR THE NEXT WEEK OR SO, WHEN IT OCCURRED AGAIN, ON THE EVENING OF NOVEMBER 21ST, 2001 I WAS DROPPING A FRIEND OFF AT HOME WHEN I PROCEEDED INTO A PARKING SPACE. AS I PULLED FORWARD, OUT OF NOWHERE, A SUDDEN ACCELERATION OCCURRED AND FORCED THE CAR OVER THE CURB AND UP A HILL. THE PASSENGER IN MY CAR PULLED ON THE EMERGENCY BRAKE AND WAS ABLE TO STOP THE CAR. ANOTHER WITNESS SAW THE REAR TIRES SPINNING AS THE CAR TOOK OFF OVER THE CURB AND UP THE HILL. OBVIOUSLY THERE ARE SOME SERIOUS PROBLEMS WITH THIS CAR.\*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 899453  
**Date of Incident:** 20011126  
**Vehicle:** 2001 TOYOTA RAV4  
**Location of Incident:** NEW ALBANY, OH  
**NHTSA Summary:**  
VEHICLE DOES NOT RETURN THROTTLE TO IDLE POSITION WHEN TAKING FOOT OFF GAS PEDAL. VEHICLE DOES NOT DECELERATE. WHEN PUT VEHICLE IN NEUTRAL OR PRESSED CLUTCH RPM'S WOULD GO UP. CONTACTED DEALER, AND THEY STATED THIS WAS NORMAL.\*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 8002511  
**Date of Incident:** 20011129  
**Vehicle:** 2001 TOYOTA CAMRY  
**Location of Incident:** PATCHOQUE, NY

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**Date of Incident:** 20011230  
**Vehicle:** 2001 TOYOTA TUNDRA  
**Location of Incident:** HANFORD, CA  
**NHTSA Summary:**  
WHEN DRIVING IN WET WEATHER CONDITIONS AT 40 MPH, CONSUMER WAS ATTEMPTING TO AVOID A FLOODED AREA, WHEN THE CONSUMER SUDDENLY LOST CONTROL OF VEHICLE, UPON IMPACT OF HITTING AN END POST, THE DRIVER AND PASSENGER SIDE AIR BAGS FAILED TO DEPLOY, DRIVER SUSTAINED HEAD AND CHEST INJURIES.\*AK CONSUMER STATED WHEN TRYING TO GET OVER TO AVOID THE FLOOD, THE VEHICLE RAPIDLY ACCELERATED ON ITS OWN, CONSUMER BELIEVES THE CAUSE OF FAILURE MAY HAVE BEEN THE 2 TIRES ON THE PASSENGER SIDE MAY HAVE COME OFF THE RIMS, CAUSING LOSS OF CONTROL OF VEHICLE. \*JG TIRE INFORMATION (B.F. GOODRICH P265/70R16)  
**Additional Summary:**

**Toyota ID No:** 200207250088; 200208010433  
**NHTSA ODI No:**  
**Date of Incident:** 20020000  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY  
**Location of Incident:** SUNNY ISLES, FL  
**NHTSA Summary:**  
\*\*\* PHONE LOG 07/25/2002 07:22:01 AM SKELLEY  
02 CAMRY. CUST NEPHEW STEVEN GREENSPAN CALLING, STS PURCHASED VEH 6/11/02, STS SINCE PURCHASE CONCERNS APPROX 5X WITH VEH ACCELERATING WHEN PRESSING BRAKE PEDAL. STS HAD VEH TOWED TO DLR 4 WEEKS AGO B/C OF ACCELERATION WHEN BRAKING, STS DLR ADV HAS NOT YET DUPLICATED CONCERNS. CUST STS VEH IS STILL AT DLR AND STS DLR HAS NOT PROVIDED LOANER, SKS PERM FIX TO BRAKING CONCERNS, STS HAS NOT SPOKEN WITH CRM.  
\*\*\* CASE CLOSE 07/26/02 22:42:13 RULEMGR  
MANAGER CRAIG BUNCE HAS BEEN TRYING TO CALL CUSTOMER TO TALK TO THEM BUT THE PHONE KEEPS DISCONNECTING HIM WITH NO MESSAGE, SO WE SENT HIM A REGISTERED LETTER TO CALL US.  
\*\*\* NOTES 08/01/2002 10:13:03 AM SDORN  
NEPHEW CALLED BACK TO ADV THAT DLR INFORMED HIM VEH HAS BEEN DAMAGED BECAUSE RODENTS GOT INSIDE AND ATE UP ELECTRICAL WIRING. CUST STS THERE WAS BROKEN WATERMELON IN THE BACK OF TRUNK WHEN HE LEFT VEH AT DLR AND HE ADV DLR OF THIS BUT DLR DID NOT CLEAN OUT AND NOW IN ADDITION TO OTHER CONCERNS MATS IN TRUNK NEED TO BE CLEANED. CUST NEPHEW ALSO STS THAT THERE ARE SEVERAL SCRATCHED ON THE VEH THAT WERE NOT THERE WHEN HE HAD IT FLATBED TOWED TO DLR. CUST SKS ARBITRATION.;  
\*\*\* PHONE LOG 08/01/2002 10:23:11 AM SDORN  
ARBITRATION  
PREV CASE 200207250088  
CUST NEPHEW STS THAT WHEN CUST HIT BRAKES VEH SPED UP AND WENT OUT OF CONTROL. CUST STS WANTED TO RETURN VEH TO DLR WHO REFUSED BECAUSE THEY COULD NOT DUPLICATE CONDITION. CUST TOWED VEH TO DLR AND HAS NOW BEEN ADV THAT VEH HAS DAMAGE TO WIRING HARNESS DUE TO RODENT INFESTATION AND CUST IS RESPONSIBLE FOR VEH. CUST STS VEH HAS SCRATCHES ON BODY AND FOOD STAINS IN TRUNK. CUST STS HAS ARB PPWK AVAILABLE AND WILL SEND TODAY.  
\*\*\* NOTES 08/02/2002 11:47:40 AM WSAMUELS  
AS REQUESTED, ARBITRATION PAPERWORK MAILED TO CUSTOMER VIA FIRST CLASS MAIL DATED 8/02/02.  
\*\*\* NOTES 08/05/02 08:54:25 AM SET8

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**NHTSA Summary:**  
WHILE DRIVING, AND UPON COMING TO A COMPLETE STOP VEHICLE CONTINUED TO MOVE, PUT IN PARK AND PUT EMERGENCY BRAKE ON BEFORE THE VEHICLE CAME TO A COMPLETE STOP. TOOK VEHICLE TO DEALER, DEALER FOUND EVERY THING NORMAL \*AK CONSUMER STATED THAT ON SEVERAL OCCASIONS VEHICLE SURGES FORWARD AND ACCELERATES AFTER A COMPLETE STOP. \*YD  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10160873  
**Date of Incident:** 20011130  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** LANGHORNE, PA  
**NHTSA Summary:**  
DT\*: THE CONTACT STATED WHILE TRAVELING 10 TO 15 MPH THE VEHICLE ACCELERATED TO 30 MPH. THE ISSUE WAS INTERMITTENT. THE SERVICE DEALER WAS NOT UNABLE TO DETERMINE THE PROBLEM WITH THE VEHICLE.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10074804  
**Date of Incident:** 20011201  
**Vehicle:** 2002 LEXUS ES300  
**Location of Incident:** BEAVERTON, OR  
**NHTSA Summary:**  
POWER TRAIN: AUTOMATIC TRANSMISSION. VEHICLE SPEED CONTROL- ACCELERATOR PEDAL. AR HESITATES ON ACCELERATION. LUNGES AT TIMES, SEARCHES FOR PROPER GEAR AND SHIFTS HARD. THE HEISTATION CAN BE QUITE DRAMATIC, ENOUGH TO LOSE CONFIDENCE IN CRITICAL SITUATIONS. THE CAR HAS BEEN "RE-PROGRAMMED" BY LEXUS, BUT PROBLEMS CONTINUE. LEXUS DENIES THERE IS A PROBLEM AND SAYS THE CAR FUNCTIONS AS DESIGNED. PROBLEMS SURFACED SHORTLY AFTER PURCHASE AND CONTINUE.\*AK  
**Additional Summary:**

**Toyota ID No:** 200312300187  
**NHTSA ODI No:**  
**Date of Incident:** 20011211  
**Vehicle:** 2002 TOYOTA, LEXUS ES300  
**Location of Incident:** ROCKVILLE, MD  
**NHTSA Summary:**  
\*\*\* PHONE LOG 12/30/2003 08:16:54 AM KJOHNSON CUST IS CONCERNED THAT MY 2002 ES 300 SURGES. TO CUST IT FEELS AS GAS PEDAL IS PRESSED DOWN & WILL NOT STOP. THIS HAPPEN INTERMITTENT, & LEXUS DLR HAS NOT BEEN ABLE TO DUP CONCERNS. \*\*\* CASE CLOSE 12/30/2003 08:17:39 AM KJOHNSON APOL FOR CONCERNS, & DLR HAS INSPECTED VEH & NOTHING FOUND. INTERMITTENT CONCERNS CAN NOT BE RPR UNLESS DUP. DOCU CUST CONCERNS. CUST WILL HAVE DLR INSPECT VEH AT 20K SVC. CUST SATIS & REQUIRED NO FURTHER ASSISTANCE.  
**Additional Summary:**

**Toyota ID No:** 8002119  
**NHTSA ODI No:**  
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LEFT MESSAGE FOR CUST TO C/B. SPOKE TO CRAIG SRV MNGR AT DLR H ADV DLR COULD NOT DUPLICATE CONCERN NOTHING AROUND TO OBSTRUCT ACCEL PEDAL OR CAUSE VEH TO ACCELERATE ON ITS OWN

\*\*\* CASE CLOSE 08/06/02 06:19:05 AM SET8  
ADV CUST DLR NOT ABLE TO DUPLICATE ANY ABNORMAL CONDITIONS. ALSO ADV CUST DLR INSP ALL ACCEL COMPONENTS & ALL OPERATING WITHIN FCTRY SPECS. NOTHING TO REPAIR.

\*\*\* NOTES 09/15/2002 10:25:07 AM JFEWEL  
8/16 LETTER FROM CUSTOMER ATTORNEY FRANK L. HOLLANDER (305-373-9999) ON BEHALF OF CUSTOMER CONCERN, SEEKS REPAIR UNDER WARRANTY. AS LETTER ADDRESSES SAME CONCERN AND IS DATED AFTER TMS PROVIDED ITS FINAL POSITION TO THE CUSTOMER, CAC LEFT A MESSAGE ON ATTORNEY'S VOICEMAIL  
ACKNOWLEDGING RECEIPT OF THE LETTER

NEXT REP: IF CUSTOMER OR ATTORNEY CALLS REGARDING SAME CONCERN, PLEASE CONCUR WITH REGION PER INSPECTION VEHICLE NORMAL AND OPERATING ACCORDING TO DESIGN.

\*\*\* NOTES 10/29/02 08:51:44 AM SET8  
SRV MNGR CALLED TODAY ADV CUST DID NOT PICK UP VEH. DLR ADV THEY DID FIND RHODENTS NET IN ENG AREA AT TIME WHEN VEH INITIALLY BRAUGHT IN TO DLR.  
**Additional Summary:**

**Toyota ID No:** 200208260161  
**NHTSA ODI No:**  
**Date of Incident:** 20020000  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY  
**Location of Incident:** TAMARAC, FL  
**NHTSA Summary:**  
\*\*\* PHONE LOG 08/26/2002 07:42:16 AM MHILL  
PA  
CUST STS WHEN STOPS IN '02 CAMRY XLE, RPM'S DROP DRAMATICALLY & VEH VIBRATES, AS IF GOING TO STALL. CUST STS ALSO EXPER SURGE WHEN VEH IS STOPPED AT A LIGHT, FLS IF FOOT NOT ON BRAKE. VEH WOULD LURCH FORWARD. CUST STS DLR ADV THAT DROVE OTHER VEH'S ON LOT W/ SAME CNCRN, VEH OPERATING AS DESIGNED. CUST STS DISAGREES B/C HAS OWNED OTHER TOYS, SKS VEH INSPECTED BY FACT REP, PERMANENT FIX TO ENG CNCRNS. CUST STS HAS SPKN W/ CRM.  
\*\*\* NOTES 08/30/02 12:08:46 PM SET8  
\*\*\* NOTES 08/30/02 12:09:08 PM SET8  
LEFT MESSAGE FOR CUST TO C/B.

\*\*\* CASE CLOSE 09/09/02 09:03:29 AM SET8  
SPOKE TO CUST SHE ADV DLR ADV CONDITION NORMAL FOR VEHICEL. ASKED CUST IF DLR TOK HER FOR RIDE IN SIMILAR VEHICLE SHE ADV NO. ADV CUST WILL NOTIFY CRM LISA IF CONDITION IS NORM SHE SHOULD DEMONSTRATE TO CUST IN SIMILAR VEHICLE. CUST AGREED TO THIS.

**Additional Summary:**

**Toyota ID No:** 200208020192; 200208200729  
**NHTSA ODI No:**  
**Date of Incident:** 20020000  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** MARY ESTHER, FL

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**NHTSA Summary:**

\*\*\* PHONE LOG 08/02/2002 08:11:04 AM EDELACRUZ  
STS HAS CNCRN W/ VEH STS VEH HAS BEEN IN TO DLR 5X FOR SAME CNCRN.STS HAS INTERMITTENT CNCRN WHEN COMES TO STOP ENGINE IDLES DOWN LIKE IS GOING TO STALL STS IF DOESNT HAVE FOOT ON BRAKE VEH TRIES TO SURGE FORWARD. STS RPM'S PICKS UP & IF DOESNT HAVE BRAKE APPLIED WILL SURGE FORWARD WHEN RPM'S INCREASE.STS HAS CNCRN W/ BRAKES. STS SPK W/ CLIFTON TO ADV OF CNCRN WHO SEEMED UNINTERESTED W/ CNCRN.SPK W/ DARWIN TODAY WHO ADV REG REP WOULD BE OUT NEXT WEEK TO INSP VEH.

\*\*\* CASE CLOSE 08/07/02 22:41:12 RULEMGR  
PAUL COOPER SVR MANGER ROAD TESTED VEH FOR SEVERAL MILES AND ON THAT DAY THERE WAS NO CONCERN PRESENT. STEVE TOMLIN DSM WILL ROAD TEST ON 8-8-02  
\*\*\* NOTES 08/20/2002 10:55:40 AM SFRNANDEZ

CUST STS VEH WAS TEST DRIVEN BY REGION REP. CUST STS FACTORY REP WAS AWARE OF CONCERN & ADV CONCERN DUE TO OPEN CIRCUIT & THROTTLE SENSOR DAMAGED. CUST STS THROTTLE SENSOR WAS REPLACED BY DLR, BUT CUST STILL HAVING CONCERNS. CUST STS HAS NOT RETURNED TO DLR SINCE REPAIRED ON 8/16. NCR APOLG. NCR ADV CUST WILL OPEN FILE TO REGION (PA CASE 200208200729);

\*\*\* PHONE LOG 08/20/2002 10:55:17 AM SFRNANDEZ  
PA - (PREV FILE 200208020192). STS HAS CNCRN W/ VEH STS VEH HAS BEEN IN TO DLR 5X FOR SAME CNCRN STS HAS INTERMITTENT CNCRN WHEN COMES TO STOP ENGINE IDLES DOWN LIKE IS GOING TO STALL STS IF DOESNT HAVE FOOT ON BRAKE VEH TRIES TO SURGE FORWARD. STS RPM'S PICKS UP & IF DOESNT HAVE BRAKE APPLIED WILL SURGE FORWARD WHEN RPM'S INCREASE. STS HAS CNCRN W/ BRAKES. CUST STS FACTORY REP INSPVHR & RECOMMENDED REPLACEMENT OF THROTTLE SENSOR SINCE FOUND DAMAGED, BUT STILL HAS COND.

\*\*\* NOTES 08/22/02 12:19:15 PM SET10  
ATTEMPTED CONTACTING CUSTOMER. MESSAGE ON MACHINE ADVISED THAT THE PARTY I'M CALLING IS NOT ANSWERING AND REQUESTED I CALL BACK LATER. DOES NOT PERMIT A MESSAGE TO BE LEFT.

\*\*\* NOTES 08/26/02 07:38:56 AM PTIMBERLAKE  
CUST STS REGION HASNT CALLED, NCR ADV REGION ATTEMPTED TO CALL BUT NOT ABLE TO LEAVE MESS ON ANSWERING MACHINE. NCR SPOKE TO BARBARA DILANCANO- REGION AND ADV HER CUST HAS CALL PRIVACY LINE AND THAT BARBARA WILL NEED TO ENTER CODE#1120 WHEN CALLING CUST

\*\*\* NOTES 08/26/02 07:49:18 AM SET10  
S/W CUST WHO ADV RPT SET WITH DIST MGR. TEST DROVE WITH OTHER VEH, AND CONDITION HAS RETURNED AFTER RECOMMENDED REPAIRS. ONLY THING ELIMINATED WAS VEH SURGING FORWARD AT STOP. ADV WOULD CONTACT DST MGR WITH INFO.

\*\*\* NOTES 09/06/02 11:32:52 AM SET10  
S/W DIST MGR WHO ADV IS FAMILIAR WITH VEH AND WANT THE DLR TO FIX THE CONDITION. L/M WITH CUST ADV WILL HAVE DLR CONTACT CUST TO SET UP APPT.

\*\*\* CASE CLOSE 09/23/02 11:54:46 AM SET10  
S/W DLR S/M AND ADVISED THIS IS NOT ONE FOR THE DIST MGR TO GET INVOLVED. THEY WERE TO CONTACT CUST, SET APPT, AND FIX THE VEHICLE. TEST DRIVE WITH CUSTOMER, WATCH THE WAY SHE WORKS THE BRAKE, HAVE HER OBSERVE HOW YOU APPLY BRAKES. IF BRAKES GO TO FLOOR, MORE THAN THEY SHOULD, REPAIR VEH. IF THIS IS STANDARD FOR HYDROLIC BRAKES, EXPL TO CUSTOMER TO HER UNDERSTANDING.

\*\*\* NOTES 01/08/03 05:13:35 AM SET9  
LAUREN MCGOWAN REPL SET10 B. DILANCANO, SPK W/ DLR SVCMGR CURTIS BAXTER A

**Additional Summary:**

**Safety Research & Strategies**

*Toyota Sudden Unintended Acceleration: Appendix A*

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**Toyota ID No:** 200210211474

**NHTSA ODI No:**

**Date of Incident:** 20020000

**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300

**Location of Incident:** COCONUT CREEK, FL

**NHTSA Summary:**

\*\*\* PHONE LOG 10/21/2002 03:26:28 PM EIDA

---PA---

CUST STS THAT SHE HAS HAD A CONCERN W/ THE VEH SURGING FORWARD. CUST STS THAT SHE HAS COME TO A STOP AND HAD THE VEH SURGE FORWARD INTO ANOTHER VEH. CUST STS THAT THIS SURGE HAS OCCURRED A TOTAL OF 4X. CUST STS THE OTHER THREE TIMES SHE TURNED THE VEH INTO THE CURB. CUST STS THAT SHE HAS TAKEN THE VEH TO THE DLR 2X'S FOR THIS CONCERN. CUST STS THAT THE DLR HAS INSPECTED THE BRAKES AND ADV CUST THEY COULD NOT LOCATE A CONCERN W/ THE VEH. CUST STS THAT SHE IS NOT >>

\*\*\* NOTES 10/21/2002 03:26:29 PM EIDA

>>DRIVING THE VEH ANYMORE. CUST STS SHE WILL NOT DRIVE THE VEH UNTIL IT IS REPAIRED.

\*\*\* NOTES 10/23/02 12:32:24 PM SET8

SPOKE TO CUST ADV HER IF SHE CANNOT DEMONSTRATE CONCERN FOR DLR THEY WILL NOT BE ABLE TO REPAIR. ADV CUST I WILL SPEAK TO DLR & TECH CENTER FOR POSSIBLE RESOLUTION THEN I WILL CONTACT HER IN THE NEXT COUPLE OF DAYS.

\*\*\* CASE CLOSE 10/28/02 12:27:51 PM SET8

ADV CUST DLR HAS NOT BEEN ABLE TO DUPLICATE CONCERN. ADV CUST WE WILL NEED HER TO DEMONSTRATE CONCERN B4 ANY REPAIRS CAN BE MADE.

**Additional Summary:**

**Toyota ID No:** 200212270137

**NHTSA ODI No:**

**Date of Incident:** 20020000

**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300

**Location of Incident:** MONROE TOWNSHIP, NJ

**NHTSA Summary:**

\*\*\* PHONE LOG 12/27/2002 07:53:38 AM DHARDY

ARB

PREVIOUS 20021210684

CUST STS BRAKES INTERMITTENTLY REV UP AND GO FORWARD EVEN WHILE FOOT IS ON BRAKE. CUST STS WHEN APPLYING BRAKE VEH CONTINUES TO GO FORWARD AND FEELS THIS IS EXTREMELY DANGEROUS. CUST STS FEELS DLR IS NOT INTERESTED IN REPAIRING THE VEH AND HAS TRIED SEVERAL TIMES TO GET THEM TO KEEP THE VEH FOR MORE THAN 2 HOURS TO DUPLICATE THE PROB. CUST STS NOW WANTS TO GO THROUGH ARB.

\*\*\* CASE CLOSE 12/30/02 06:10:58 AM NY5

CASE DISPATCHED TO FTS T SENNECA AND CC DSPM L GREGORY.

\*\*\* NOTES 12/30/2002 01:23:19 PM ESTAPLES

ARBITRATION PAPERWORK SENT 12/30 VIA FIRST CLASS MAIL.

**Additional Summary:**

**Toyota ID No:** 200207021320

**NHTSA ODI No:**

**Date of Incident:** 20020000

**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300

**Safety Research & Strategies**

*Toyota Sudden Unintended Acceleration: Appendix A*

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**Location of Incident:** MISSOURI CITY, TX

**NHTSA Summary:**

\*\*\* PHONE LOG 07/02/2002 05:28:56 PM LESPINOZA

---FCRP---CUST STS WAS PULLING INTO THE DRIVE WAY & SLOWED TO PARK DRIVE WAY. STS VEH ACCELERATED & CUST HIT HIS HOUSE WALL. CUST SWITCHED GEARS TO REVERSE AND VEH SURGED BACK. CUST STOPPED IN THE MIDDLE OF THE DRIVEWAY PUT VEH IN DRIVE, STS GAS PEDAL FELT STUCK THEN DROVE FORWARD A 2ND X INTO CUST HOME. POLICE REPORT STS POSS MECHANICAL FAILURE. CUST STS TOOK VEH TO NISSIAN DLR PER INSURANCE CO FOR RPR & INSPCT. STS DLR INSPECTED & EVALUATED & DETERMINED VEH WAS OK.

\*\*\* CASE CLOSE 07/02/2002 05:32:06 PM LESPINOZA

\*\*\* NOTES 07/02/2002 05:32:48 PM LESPINOZA

REFER TO LEGAL. VEH HAS BEEN RPRD

**Additional Summary:**

**Toyota ID No:** 200202210517

**NHTSA ODI No:**

**Date of Incident:** 20020000

**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300

**Location of Incident:** GLEN COVE, NY

**NHTSA Summary:**

\*\*\* PHONE LOG 02/21/2002 09:53:52 AM HAMINI CUST WAS GOING AROUND 10 MPH AND PULLING INTO A PARKING SPOT BEHIND HER WORK. CUST WAS GOING SLIGHTLY DOWN HILL AND PRESSED ON HER BRAKES. SHE STS THAT THE VEH JUMPED AND SHE SLID INTO A WALL. SHE STS THAT SHE BROUGHT THE VEH TO DAN'S AUTO COLLISION AND THE ASSOCIATE THERE STS THAT THE BRAKE ARE STOPPING THE VEH BUT THE PEDAL GOES ALL THE WAY TO THE FLOOR. CUST SPOKE TO SM DAN DAILEY AT LEXUS OF MASSAPEQUA AND HE REF CUST TO LCS. \*\*\* PHONE LOG 02/21/2002 10:03:40 AM HAMINI ACTION TYPE: OUTGOING CALL CALLED SM DAN AND HE STS THAT THE AREA OFFICE HAS NOT BEEN ALERTED TO THIS CASE. HE STS THAT THE CUST WANTS OUT OF HER VEH, SO HE REF HER TO LCS TO REPORT THE CASE. I STS THAT I WOULD F/U WITH THE AREA OFFICE ANALYST FOR FURTHER ASST. \*\*\* PHONE LOG 02/21/2002 10:06:24 AM HAMINI ACTION TYPE: OUTGOING CALL CALLED SARAH MAGNANI AREA OFFICE ANALYST AND LEFT MESSAGE FOR HER TO F/U WITH ME. \*\*\* NOTES 02/21/2002 10:11:54 AM HAMINI I WANTED TO KNOW IF AREA OFFICE WAS INTERESTED IN DOING A PIR ON CUST VEH BEFORE SHE GOT THE VEH REPAIRED. \*\*\* PHONE LOG 02/21/2002 10:12:46 AM HAMINI ACTION TYPE: OUTGOING CALL CALLED CUST AND INFORMED HER THAT I HAVE F/U WITH AREA AND LEFT MESSAGE. I WILL ATTEMPT AGAIN LATER TODAY, IF I HEAR ANYTHING I WILL F/U WITH CUST AFTER. \*\*\* PHONE LOG 02/21/2002 10:24:56 AM HAMINI ACTION TYPE: INCOMING CALL RVC CALL FROM SARAH MAGNANI WHO STS THAT SHE THINKS A PIR WOULD NEED TO BE PERFORMED IF THE CUST STS THAT THE BRAKES WERE MALFUNCTIONING AT THE TIME OF AN ACCIDENT. SHE WOULD LIKE REP TO FORWARD CASE TO AREA OFFICE AND THE PIR WILL BE PERFORMED NEXT WEEK. \*\*\* PHONE LOG 02/21/2002 12:11:07 PM HAMINI ACTION TYPE: OUTGOING CALL CALLED CUST AND INFORMED HER THAT I HAVE CONTACTED THE AREA OFFICE AND THE PIR WILL BE SCHEDULE FOR NEXT WEEK. CUST STS THAT THERE WAS AN ACCIDENT REPORT TAKEN AND SHE WILL FAX ME A COPY TOMORROW. I ALSO FILL OUT THE LEGAL TAB IN THE CASE. \*\*\* NOTES 02/21/2002 12:12:39 PM

**Additional Summary:**

**Toyota ID No:** 200212110165

**NHTSA ODI No:**

**Safety Research & Strategies**

*Toyota Sudden Unintended Acceleration: Appendix A*

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**Date of Incident:** 20020000

**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300

**Location of Incident:** NEW CUMBERLAND, WV

**NHTSA Summary:**

\*\*\* PHONE LOG 12/11/02 08:09:16 AM EGALINDO

CUST STS HE FEELS VEH ACCELERATES & DECELERATES ON ITS OWN. CUST STS VEH TO DLR 3X & DLR UNABLE TO DIAGNOSE CNCRN. CUST STS HE WAS ADVSD VEH IS OPERATING NORMALLY. CUST DISPUTES STS FEELS VEH SHOULD PROVIDED BETTER DRIVING RESPONSE. NCR APOL ADVSD DLR OPEN CONTACT W/IN 3BD.

\*\*\* CASE CLOSE 12/20/02 10:28:41 AM DLR47013

SERVICE MANAGER DROVE VEHICLE WITH CUSTOMER NOTICED NO ABNORMAL CONCERNS. SCHEDULED A VISIT WITH DSPM(DANNY NGO) HE DROVE VEHICLE WITH CUSTOMER CUSTOMER NOTICED NO ABNORMAL CONCERNS. DID NOTICE TRANSMISSION DOWNSHIFTING. INSTRUCTED CUSTOMER THIS IS A NORMAL OPERATING CHARACTERISTIC OF THE VEHICLE. CUSTOMER CALLED AGAIN AND WANTS TO PURSUE OTHER OPTIONS. HE FEELS THE DEALERSHIP HAS DONE ALL THAT IT CAN DO. CUSTOMER STATED HE IS NOT SATISFIED WITH THE VEHICLE. I THINK SOMEONE FROM THE REGION SHOULD BE INVOLVED AT THIS POINT.

**Additional Summary:**

**Toyota ID No:** 200212030135

**NHTSA ODI No:**

**Date of Incident:** 20020000

**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300

**Location of Incident:** YONKERS, NY

**NHTSA Summary:**

\*\*\* PHONE LOG 12/03/2002 07:31:53 AM BBRIEDE

---FCRP---

SEE CASE # 200212020320

CUST STS ACCELERATOR STUCK WHEN TRYING TO ENTER GARAGE. STS VEH LUNGED FORWARD & RAN INTO ANOTHER GARAGE. STS FRONT OF VEH IS DENTED BUT NOT BADLY DAMAGED. STS WAS WEARING SEAT BELT & WAS ALONE IN THE VEH. CUST ADV DLR TOLD HIM TO CALL NCR TO SETUP REGIONAL INSPECTION B/C WANTS NEW VEH FROM TOYOTA BECAUSE IS AFRAID TO DRIVE THIS VEH.

\*\*\* NOTES 12/04/02 05:43:46 AM NY5

CASE DISPATCHED TO HANNA DIVER

\*\*\* NOTES 12/04/02 06:53:05 AM NY4

CASE ASSIGNED TO FTS MIKE MARSNICK.

\*\*\* CASE CLOSE 01/03/03 08:05:29 AM NY4

TSS VINCE LIPPINO INSPECTED VEHICLE ON 12/13/2002. TSS FOUND VEHICLE IS FUNCTIONING NORMALLY.

**Additional Summary:**

**Toyota ID No:** 200209301220

**NHTSA ODI No:**

**Date of Incident:** 20020000

**Vehicle:** 2002 TOYOTA, LEXUS ES300

**Location of Incident:** VALLEY COTTAGE, NY

**NHTSA Summary:**

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*Toyota Sudden Unintended Acceleration: Appendix A*

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\*\*\* PHONE LOG 09/30/2002 01:52:20 PM SSKIRHA CUST WANTED TO DOCUMENT CONCERNS ABOUT PRODUCT. CUST 02 ES 300 HAS HIGH REV, HARD SHIFTING AT TIMES. CUST STATES VEH GOES INTO CRUISE CONTROL WHEN ACCELERATING. DOOR CHECK MAKES NOISE WHEN OPENING DOOR. DOOR SEAL KEEPS FALLING OFF. \*\*\* CASE CLOSE 09/30/2002 01:53:39 PM SSKIRHA CUST THANKFUL FOR DOCUMENTING CONCERNS. CUST STATES DLR HAS BEEN GREAT & GIVEN HIM A LOANER.

**Additional Summary:**

**Toyota ID No:** 200209090428  
**NHTSA ODI No:**  
**Date of Incident:** 20020000  
**Vehicle:** 2002 TOYOTA, LEXUS ES300  
**Location of Incident:** DELRAY BEACH, FL

**NHTSA Summary:**

\*\*\* PHONE LOG 09/09/02 08:44:59 AM EOXFORD CUST HAS 02 ES300. WHEN VEH IS IN REVERSE, ENGINE ACCELERATES. CUST SEEKS TO KNOW IF VEH HAS ISSUES W/ ACCEL WHEN GOING IN REVERSE. ADV CUST TO TAKE TO DLR. \*\*\* CASE CLOSE 09/09/02 08:45:07 AM EOXFORD

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10062931  
**Date of Incident:** 20020101  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** MEMPHIS, TN

**NHTSA Summary:**

WHEN DRIVING AT LOW SPEEDS, THE VEHICLE SURGED FORWARD WITHOUT WARNING. THE CONSUMER TOOK THE VEHICLE TO THE DEALER FOR INSPECTION AND THE MECHANIC CHANGED THE COMPUTER IN THE VEHICLE. \*AK THE A/C DID NOT COOL PROPERLY, THE VEHICLE LUNGED FORWARD AND BACKWARDS. THE CONSUMER WAS UNABLE TO STOP THE VEHICLE. SUDDEN ACCELERATION ALSO OCCURED WHEN BRAKING. THE DEALER WAS UNABLE TO DUPLICATE THE PROBLEM, EVEN AFTER 443 MILES OF DRIVING THE VEHICLE. \*SC \*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10002756  
**Date of Incident:** 20020128  
**Vehicle:** 2001 TOYOTA SEQUOIA  
**Location of Incident:** TRUCKEE, CA

**NHTSA Summary:**

WE HAVE A TOYOTA SEQUOIA, THE PROBLEMS ARE THE 4 WHEEL DRIVE IS NOT OPERATING ALL THE TIME. IT DOES NOT ENGAGE, WHEN IT DOES SOMETIMES IT DOES NOT STAY IN 4 WHEEL DRIVE. ONE EXAMPLE IS WHEN MY WIFE HAD SIX FRIENDS IN THE VEHICLE THE 4 WHEEL DRIVE DID NOT STAY ENGAGED AND THE VEHICLE SKID CONTROL MADE THE ENGINE LOOSE POWER SO SHE SLID BACKWARDS DOWN A HILL. NO ONE WOULD RIDE IN OUR 4 WHEEL DRIVE AGAIN. THE VEHICLE SKID CONTROL ACTIVATES AT RADOM ON DRY PAVEMENT. THE SKID CONTROL MAKES THE ENGINE LOOSE POWER WHILE IN TRAFFIC. THERE IS ALSO A HESITATION IN THE ENGINE WHEN ACCELERATING FROM A COMPLETE STOP. ANOTHER PROBLEM IS THE BRAKING SYSTEM IS ANOT ADEQUATE FOR THE VEHICLE. THE ENTIRE FRONT BRAKES HAD TO BE REPLACED. THE VEHICLE HAS BEEN IN FOR THE SAME REAIRS AT LEAST FIVE TIMES AND

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*Toyota Sudden Unintended Acceleration: Appendix A*

IS STILL NOT WORKING THE WAY IT SHOULD. WE HAVE ALL THE DOCUMENTATION FOR SERVICE ON OUR SEQUOIA. WE HAVE DONE INTERNET RESEARCH THROUGH THE NHTSA AND HAVE FOUND THE SAME PROBLEM WITH OTHER TOYOTA SEQUOIA'S.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 8004551  
**Date of Incident:** 20020201  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** DETROIT, MI

**NHTSA Summary:**

CONSUMER STATED THE GAS PEDAL WILL STICK IN COLD WEATHER OR WHEN VEHICLE IS COLD. CONSUMER WOULD HAVE TO PUSH OR KICK PEDAL BEFORE MOVING.\*AK.\*YH

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10060829  
**Date of Incident:** 20020201  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** CHANDLER, AZ

**NHTSA Summary:**

SUDDEN ACCELERATION ON FREEWAY IN TOYOTA CAMRY LE. JUST AFTER I HAD BOUGHT THE TOYOTA I NOTICED THIS HAPPENING AND DID WRITE AN E-MAIL TO THE MAIN WEB SITE OF TOYOTA JUST TO KNOW IF THEY WERE AWARE OF THE PROBLEM. THEY REFERRED ME TO THEIR DEALER TO HAVE IT CHECKED OUT. I NEVER MENTIONED IT DURING SERVICE APPOINTMENT BECAUSE AFTER THE FIRST FEW MONTHS THE PROBLEM DID NOT SEEMS TO OCCUR TOO OFTEN. IT MAINLY HAPPENS AT HIGHER SPEEDS. NEVER NOTICED IT A LOWER SPEEDS.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10001095  
**Date of Incident:** 20020215  
**Vehicle:** 2002 LEXUS ES300  
**Location of Incident:** HOUSTON, TX

**NHTSA Summary:**

WHILE DRIVING THE VEHICLE AT ANY SPEED, THE ENGINE SUFFERED SUDDEN ACCELERATION. THE DEALER COULD NOT DUPLICATE OR CORRECT THE PROBLEM. TS WHEN ACCELERATING TO CHANGE LANE OR ENTER THE FREEWAY, THE VEHICLE ALMOST STALLED AND OR DECELERATED. SCC

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10063255  
**Date of Incident:** 20020215  
**Vehicle:** 2001 TOYOTA HIGHLANDER  
**Location of Incident:** BOONE, NC

**NHTSA Summary:**

WHILE IN A CAR WASH DRIVER RELEASED PRESSURE FROM THE BRAKE PEDAL AND THE VEHICLE SURGED FORWARD, HITTING ANOTHER VEHICLE. IT BOUNCED BACK AND SURGED FORWARD AGAIN, HITTING A WALL. ENGINE CONTINUED TO RACE UNTIL THE

**Safety Research & Strategies**

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*Toyota Sudden Unintended Acceleration: Appendix A*

VEHICLE WAS SHUT OFF BY THE DRIVER. MANUFACTURER WAS SUPPOSED TO INVESTIGATE THE PROBLEM, BUT NEVER INFORMED THE CONSUMER OF THE FINDINGS.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10008712  
**Date of Incident:** 20020215  
**Vehicle:** 2002 TOYOTA RAV4  
**Location of Incident:** CRYSTAL, MN

**NHTSA Summary:**

WHEN THE BRAKE WAS APPLIED, THE VEHICLE SURGED FOWARD DUE TO FUEL THROTTLE LEAKAGE. DEALER NOTIFIED. \*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 565674  
**Date of Incident:** 20020322  
**Vehicle:** 2001 TOYOTA TACOMA  
**Location of Incident:** TUCSON, AZ

**NHTSA Summary:**

WHILE CONSUMER WAS APPROACHING A PARKING AREA HE SLOWED DOWN TO TURN AT LESS THAT 10 MILES PER HOUR, PLACED HIS FOOT ON THE BRAKE PEDAL TO ENTER A PARKING PLACE, THE ENGINE RPM INCREASED TO APPROXIMATELY 20 MILES PER HOUR, CONSUMER WAS UNABLE TO STOP THE VEHICLE, THE CONSUMER THEN COLLIDED WITH A PARKED VEHICLE, CONSUMER SUSTAINED INJURIES AND EXTENSIVE DAMAGE TO HIS VEHICLE AND THE OTHER VEHICLE DRIVER ALSO WAS INJURED. \*YD

**Additional Summary:**

**Toyota ID No:** 200308041080  
**NHTSA ODI No:**  
**Date of Incident:** 20020328  
**Vehicle:** 2002 TOYOTA, LEXUS ES300  
**Location of Incident:** KENNETH CITY, FL

**NHTSA Summary:**

\*\*\* PHONE LOG 08/04/2003 12:35:48 PM LEZRRE10 CUST OWNS A '02 ES 300 & HAS CONCERNS W/TRANS. STATES VEH JERKS & LUNGES WHILE @ LIGHTS. STATES DLR HASN'T BEEN ABLE TO FIX VEH & HAS TAKEN TO DLRSHIP 3X. \*\*\* NOTES 08/04/2003 12:35:48 PM LEZRRE10 TO: CSM LESLIE SZUCS FROM: LIZETTE EZRRE #310-468-2647 CUST WOULD LIKE DRIVING RESPONSE FIXED ON VEH. PLS LET ME KNOW IF ANY UPDATES AVAIL FOR CUST. PLS LET ME KNOW IF YOU HAVE ANY QUESTIONS. THANKS. \*\*\* SUBCASE 200308041080-1 CREATED 08/04/2003 12:36:03 PM LEZRRE10 \*\*\* PHONE LOG 08/05/2003 08:59:22 AM LEZRRE10 ACTION TYPE: INCOMING CALL I SPOKE W/SM MIKE ALOIA WHO ADV ES UPDATE IS AVAIL FOR CUST & ADV CUST OF THIS PRIOR TO CUST CONTACTING LCS. STATES WILL CALL CUST AGAIN & FIND OUT IF CUST WOULD LIKE APPT FOR THIS. \*\*\* PHONE LOG 08/05/2003 10:50:54 AM LEZRRE10 ACTION TYPE: INCOMING CALL CSM LESLIE SZUCS CALLED SKS TO KNOW WHAT CAN BE DONE FOR CUST ES DRIVING RESPONSE. I ADV OF SM NOTES CSM VERY HAPPY FIX IS AVAIL & WILL CONTACT SM & MAKE SURE CUST IS CONTACTED. \*\*\* PHONE LOG 08/07/2003 11:05:24 AM LEZRRE10 ACTION TYPE: OUTGOING CALL I SPOKE W/CUST WHO STATES HAS BEEN TOLD BEFORE FIX AVAIL & IT NEVER HAPPENS. I ADV CUST TO SPEAK W/SM MIKE ALOIA WHO ADV WILLING TO WORK W/CUST & EVEN DRIVE OUT & FIX CUST VEH. SKS TO KNOW IF GURANTEED 100% FIX WIL WORK.

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*Toyota Sudden Unintended Acceleration: Appendix A*

I ADV NOT GOING TO MAKE ANY GURANTEES WOULD HAVE TO HAVE DLR INSTALLED & CUST WOULD HAVE TO RENDER THAT DECISION. STATES WILL THINK ABOUT IT & C/B IF SKS TO HAVE PART INSTALLED. \*\*\* DEALER NOTES: 08/08/03 13:22:14 8/08/03: SERVICE MANAGER HAS MADE NUMEROUS ATTEMPTS TO CONTACT CUSTOMER. AM WAITING FOR HIM TO CALL US BACK. \*\*\* DEALER NOTES: 08/14/03 10:18:17 VEHICLE WAS COMPLETED ON 08/11/2003 \*\*\* SUBCASE 200308041080-1 CLOSED 08/14/2003 12:11:19 PM LEZRRE10 \*\*\* CASE CLOSE 08/14/2003 12:12:06 PM LEZRRE10 CASE CLOSED AS CUST ADV ON 8/7 WOULD C/B IF REQUIRED FURTHER ASSIST & CUST HASN'T C/B. \*\*\*\*PLS FIND OUT IF SATISFIED W/ES UPDATE. THANKS.

**Additional Summary:**

**Toyota ID No:** 200204040228  
**NHTSA ODI No:**  
**Date of Incident:** 20020400  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** DESTREHAN, LA

**NHTSA Summary:**

\*\*\* PHONE LOG 04/04/2002 08:16:55 AM AWAN CUST ADV THAT WIFE WAS PULLING INTO PARKING SPORT IN A LOCAL GARAGE. SHE PUT HER FOOT ON HER BRAKE AND AS SHE TRIED TO STOP THE VEH ACCELERATED INTO A POLE. HE ALSO ADV THAT WHEN COLD THE VEH BUCKLES WHEN SHIFTING GEARS. CUST ADV IF THE BRAKES FAIL AGAIN HE WILL SUE LEXUS WITH A LAWSUIT THAT LCS HAS NEVER SEEN BEFORE. HE ADV THAT DLR HAS SEEN THE VEH AND ADV THAT THERE IS NOTHING WRONG WITH THE VEH. \*\*\* CASE CLOSE 04/04/2002 08:16:57 AM AWAN

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 760712  
**Date of Incident:** 20020412  
**Vehicle:** 2000 LEXUS GS300  
**Location of Incident:** CORAL SPRINGS, FL

**NHTSA Summary:**

UNDER HEAVY ACCELERATION TO MERGE INTO TRAFFIC THE ACCELERATOR STUCK IN THE WIDE OPEN POSITION ONCE PRESSURE HAD BEEN REMOVED FROM THE PEDAL. UPON EXAMINATION, THERE WERE NO PHYSICAL OBSTRUCTIONS (IE FLOOR-MAT, LOOSE OBJECTS) WHICH WOULD CAUSE THE PEDAL TO JAM IN THIS POSITION. HIGH REVVING AND UNCOMMANDED ACCELERATION PERSISTED FOR SEVERAL SECONDS UNTIL THE BRAKE PEDAL WAS DEPRESSED HEAVILY TO AVOID COLLIDING WITH THE VEHICLE IN FRONT.\*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 8018760  
**Date of Incident:** 20020424  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** DEBHAM, MA

**NHTSA Summary:**

WHILE DRIVING CONSUMER APPLIED BRAKES AND VEHICLE SUDDENLY ACCELERATED, CAUSING A FRONT COLISION. DELAER HAS BEEN NOTIFIED.\*AK CONSUMER STATED TOYOTA TESTED VEHICLE, AND NO PROBLEM COULD BE FOUND.\*JB

**Additional Summary:**

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**Toyota ID No:**  
**NHTSA ODI No:** 8008720  
**Date of Incident:** 20020424  
**Vehicle:** 2000 LEXUS GS300  
**Location of Incident:** LOS ANGELES, CA  
**NHTSA Summary:**  
VEHICLE ACCELERATED WITHOUT PRESSING THE GAS PEDAL. TOOK VEHICLE TO DEALER WHO STATED THAT STABILIZER BAR WAS DEFECTIVE. \*AK CONSUMER STATED THAT HE HIT FIVE CARS OVER A DISTANCE OF ABOUT 1/2 MILE BEFORE COMING TO A STOP. SURGING CAUSED BY ELECTROMAGNETIC WAVE, BRAKE AND AIRBAG PROBLEMS, ARISING FROM THE WAVE AND THE VEHICLE'S COMPUTER. \*TT  
**Additional Summary:**

**Toyota ID No:** 200403230328  
**NHTSA ODI No:**  
**Date of Incident:** 20020430  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY  
**Location of Incident:** CLEVELAND, OH  
**NHTSA Summary:**  
\*\*\* PHONE LOG 03/23/2004 08:43:33 AM TYAMADA  
02 CAMRY, 23K MI, CUST STS IS EXPERIENCING A SUDDEN ACCELERATION WHEN SHE TRIES TO APPLY THE BRAKE. CUST STS DLR TEST DROVE BUT COULD NOT REPLICATE. CUTS STS SPOKE TO EMMA, SVC ADVISOR, BUT NOT CRM OR SVC MGR. CUST FLS THIS IS A SAFETY CONCERN.  
\*\*\* CASE CLOSE 03/24/04 12:30:35 PM DLR34036  
CRM REVIEW CUST CONCERN; UPON REVIEW FOUND THAT CUST VEH TO DLR 3/15/04 FOR INSP. DLR DID NOT REPRO CUST COMPLAINT; CUST DID NOT LEAVE VEH, WAITED WHILE TECH DROVE; CRM CONT CUST AND XPLN THAT DLR CANNOT DIAGN IF UNABLE TO REPRO SYMPTOM; CRM RECOMM THAT CUST BRING BACK ON A DAY WHEN SHE CAN LEAVE IT FOR WHOLE DAY & DLR WILL TRY TO REPRO; EXPLN COULD NOT GUARAN BEING ABLE TO REPRO; (CUST STATES HAS ONLY HAPP TWICE-BOTH IN LAST TWO MONTHS); CUST TO CALL & SCHED APPT AT HER EARLIEST CONVENIENCE; CUST HAPPY  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 8013553; 786047  
**Date of Incident:** 20020531  
**Vehicle:** 2002 TOYOTA ECHO  
**Location of Incident:** DREXEL, MO  
**NHTSA Summary:**  
WHILE DRIVING VEHICLE WILL ACCELERATE TO 60MPH WITHOUT HITTING THE GAS PEDAL. HAVE TO PUT VEHICLE IN NEUTRAL TO STOP IT. CONTACTED DEALER, CANNOT LOCATE CAUSE. \*AK THE SUDDEN ACCELERATION INCIDENCE OCCURRED THREE TIMES. THE DEALER WAS UNABLE TO DUPLICATE THE PROBLEM IN TEST DRIVING, BUT REMOVED THE CRUISE CONTROL. THE PROBLEM WAS NOT CORRECTED BY REMOVING THE CRUISE CONTROL. \*YH CONSUMER STATE THAT WHILE IN HEAVY TRAFFIC THE CAR SUDDENLY ACCELERATED, THE BRAKES WOULD NOT STOP THE CAR, AND ALSO TO AVERTED A COLLISION THE CONSUMER THEN TURN INTO A PARKING LOT WHEN IN PARKING LOT CONSUMER STATE THAT HE HAD TO PUT CAR IN NEUTRAL FROM HITTING BRICK WALL APPROX 15 FEET AWAY CAR WAS ONLY 3 WEEKS OLD, THIS HAPPEN WITH  
**Safety Research & Strategies** 25  
*Toyota Sudden Unintended Acceleration: Appendix A*

CRUISE CONTROL CONTROL ON BUT NOT ENGAGED, ON ANOTHER OCCASION THE CRUISE CONTROL WAS OFF WHEN TE VEHICLE SUDDENLY ACCELERATED. \*MJ; WHILE DRIVING VEHICLE WILL ACCELERATE TO 60MPH WITHOUT HITTING THE GAS PEDAL. HAVE TO PUT VEHICLE IN NEUTRAL TO STOP IT. CONTACTED DEALER, CANNOT LOCATE CAUSE.  
**Additional Summary:**

**Toyota ID No:** 200207180949  
**NHTSA ODI No:**  
**Date of Incident:** 20020700  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** WYNCOTE, PA  
**NHTSA Summary:**  
\*\*\* PHONE LOG 07/18/2002 02:30:08 PM AAVALA CUST STS SHE WAS LEAVING THE CAR WASH AND HER VEH SURGED WHILE IN NEUTRAL. CUST STS IT WENT ACROSS THE STREET AND SHE ENDED UP HITTING A POLE AND DAMAGED HER VEH. CUST STS SHE IS AFRAID TO DRIVE VEH AND REQUESTING A PIR. CUST STS VEH IS CURR AT THOMPSON BODY SHOP, AT THOMPSON LEXUS. \*\*\* NOTES 07/18/2002 02:31:26 PM AAVALA TO CARL BAYER SVC MGR FROM ANDREA AVILA 310-468-5697 PLEASE CONTACT DOM TO DISCUSS CASE, PLEASE CALL ME TO PROV STATUS, AND PLEASE CONTACT CUST WITHIN 48 HOURS OF RECEIPT OF THIS CASE. THANK YOU. \*\*\* SUBCASE 200207180949-1 CREATED 07/18/2002 02:34:15 PM AAVALA AWAIT C/B FROM DLR \*\*\* EMAIL OUT 07/22/2002 06:11:06 AM CHALL ACTION TYPE: EXTERNAL EMAIL SEND TO: [ANDREA\_AVILA@TOYOTA.COM] CUST CLLD FOR REP. SHE WAS NOT AVAIL SO I OFFERED TO ASSIST. CUST WANTED TO KNOW IF REP KNEW WHEN THE DOM WAS GOING TO BE AVAIL. I ADV CUST THAT REP IS RESEARCHING CASE W/THE DLR. CUST STS SHE WOULD LIKE A C/B TODAY. I APOL AND ADV CUST THAT I WOULD RELAY THE MSGG BUT COULD NOT MAKE ANY COMMITS. \*\*\* EMAIL OUT 07/22/2002 10:50:56 AM CHALL ACTION TYPE: EXTERNAL EMAIL SEND TO: [ANDREA\_AVILA@TOYOTA.COM] CUST CLLD FOR AAVALA. SHE WAS NOT AVAIL SO I OFFERED TO ASSIST. CUST WANTS TO KNOW WHEN THE DOM IS GOING TO INSPECT THE VEH. I APOL AND ADV CUST THAT THEIR ARE NO NOTES IN THE CASE ADV A SPECIFIC DATE. CUST STS SHE WOULD LIKE A C/B. I ADV CUST THAT I WOULD RELAY THE MSGG BUT COULD NOT MAKE ANY COMMITS. \*\*\* EMAIL OUT 07/23/2002 02:09:56 PM CHALL ACTION TYPE: EXTERNAL EMAIL SEND TO: [ANDREA\_AVILA@TOYOTA.COM] CUST CLLD FOR REP. SHE WAS NOT AVAIL SO I OFFERED TO ASSIST. CUST STS THAT SHE LEFT MSGGS FOR REP YESTERDAY AND IS WAITING FOR F/U. CUST STS THAT IF SHE DOES NOT HEAR FROM REP TODAY SHE WILL NEED TO SPEAK W/A SUP TOMMORROW. I ADV CUST THAT I WOULD RELAY THE MSGG BUT COULD NOT MAKE ANY COMMITS. \*\*\* NOTES 07/23/2002 02:19:47 PM AAVALA \*\*\* NOTES 07/24/02 06:10:04 AM JWATERMAN30 HAVE ADV DOM, BRIAN LAUTERBAC  
**Additional Summary:**

**Toyota ID No:** 200207080433  
**NHTSA ODI No:**  
**Date of Incident:** 20020702  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** GREAT NECK, NY  
**NHTSA Summary:**  
\*\*\* PHONE LOG 07/08/02 09:17:13 AM JCHOI  
CUST STS 7/2 PARKED BEHIND A LONG STRING OF CARS WAITING FOR TRAFFIC LIGHT TO CHANGE, FLAT SURFACE CUST STS ENGINE SURGED AND PUT FOOT ON BRAKE AND VEH STILL WENT INTO CAR IN FRONT. CUST STS ENGINE REVEDED TO OVER 6K RPM. CUST STS WAS ABLE TO POP VEH INTO NEUTRAL SO IMPACT LESSEED. CUST STS WENT TO NHTSA  
**Safety Research & Strategies** 26  
*Toyota Sudden Unintended Acceleration: Appendix A*

WEBSITE THAT HAS SEVERAL SIMILAR COMPLAINTS OF ENGINE SURGING. CUST STS ALSO HAS "MUSHY" BRAKES CUST STS LONG TIME TOY OWNER  
\*\*\* NOTES 07/10/02 12:50:27 PM NY5  
DPSM JOE PISTILLI CLD AND ADV CASE SHOULD BE SENT TO REGION AS PIR CASE. NY5 GRABBED CASE AND SENT TO NY REGION.  
\*\*\* NOTES 07/11/02 04:42:10 AM NY5  
CASE DISPATCHED TO HANNA DIVER  
\*\*\* NOTES 07/11/02 06:16:20 AM NY4  
CASE DISPATCHED TO FTS J NEIL.  
\*\*\* NOTES 07/15/02 10:31:58 AM PTIMBERLAKE  
CUST WANTS TO KNOW STATUS GETTING BRAKES AND ENGINE SURGE FIXED. NCR LEFT V/M FOR JEREMY NEIL - NY REGION TO CALL ME. ADV CUST I WILL CALL HIM BACK ONCE I SPEAK TO JEREMY NEIL.  
\*\*\* NOTES 07/15/02 10:34:25 AM PTIMBERLAKE  
CUST STS ENGINE SURGE IS A COMMON CONDITION THAT HAS BEEN RECOGNIZED ON NHTSA WEBSITE WITH THE CAMRY.  
\*\*\* NOTES 08/28/02 06:14:29 AM NY4  
LEFT MSG FOR FTS J NEIL TCO WITH STATUS OF CASE.  
\*\*\* NOTES 10/01/02 02:17:50 PM NY4  
LEFT VC ML MSG FOR FTS J NEIL TO ADVISE STATUS OF CASE.  
\*\*\* CASE CLOSE 10/04/02 05:58:26 AM NY4  
DPSM INSPECTED AND TEST DROVE VEHICLE WITH CS. VEHICLE OPERATING TO SPEC. CS UNDERSTANDS EXPLANATION AND STATES WOULD CONTACT IF ANYTHING FURTHERS ARISES.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 764196  
**Date of Incident:** 20020705  
**Vehicle:** 2001 TOYOTA RAV4  
**Location of Incident:** SYRACUSE, NY  
**NHTSA Summary:**  
OUR RAV4 2001 ACCELERATED ON ITS OWN AFTER WE CAME TO A STOP AND RESULTED IN US CRASHING HEAD ON INTO A BRICK BUILDING WITHOUT THE AIRBAGS OPENING CAUSING TREMENDOUS AMOUNT OF DAMAGE TO THE BUILDING BOTH AUTOS ON EACH SIDE AND OF COURSE OUR CAR. TWO DAYS BEFORE, IT ACCELERATED AGAIN AFTER WE CAME TO A COMPLETE STOP WAITING IN LINE FOR GAS JUST MISSING US CRASHING INTO A TRUCK \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 8015215  
**Date of Incident:** 20020707  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** NORTH MIAMI BEACH, FL  
**NHTSA Summary:**  
VEHICLE WOULD INTERMITTENTLY ACCELERATE WHEN APPLYING BRAKES. DEALER WAS NOTIFIED, AND UNABLE TO DUPLICATE THE PROBLEM. FEEL FREE TO PROVIDE ANY FURTHER INFORMATION.\*AK  
**Additional Summary:**

**Toyota ID No:** 200208130785  
**NHTSA ODI No:**  
**Date of Incident:** 20020800  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** PHILADELPHIA, PA  
**NHTSA Summary:**  
\*\*\* PHONE LOG 08/13/2002 02:46:33 PM SDORN  
==FRCP==  
CUST STS WAS AT A STOP LIGHT AND VEH LURCHED FORWARD. CUST STS WHEN HE WENT TO BACK UP INTO A PARKING SPACE VEH LURCHED AGAIN AND HE HIT A PARKED CAR. CUST STS TOOK VEH TO DLR WHO COULD NOT DUPLICATE CONDITION. CUST STS BOTH HE AND HIS WIFE WERE IN VEH WEARING THEIR SEATBELTS AND THERE ARE NO INJURIES TO THEM AND THE PARKED CAR WAS EMPTY. LEGAL REQUESTS FIELD CONTACT REPORT WITH MANY INTERIOR AND EXTERIOR PHOTOS  
\*\*\* NOTES 08/14/02 09:32:46 AM CATI  
CONTACTED CUS FOR VERIFICATION OF LOCATION OF VEH. VEH AT CHAMPION TOYOTA IN PHILADELPHIA. ADV'D CUS OF 30 DAYS TO DO INSPECTION AND ADDITIONAL 30 DAYS TO COMPLETE REPORT. CUS VERY UNHAPPY ABOUT THIS, DOES NOT WANT TO WAIT TO GET VEH FIXED.  
\*\*\* NOTES 08/14/02 12:19:14 PM CATI  
DPSM NOTIFIED THAT HER NEXT VISIT TO CHAMPION TOYOTAS WOULD NOT BE UNTIL LATER IN SEPTEMBER.  
\*\*\* CASE CLOSE 08/23/02 08:30:50 AM CATI  
CLLD CUS TO GIVE DATE OF INSPECTION. CUS ADVISED THEY FOUND OUT THAT IT WAS NOTHING WRONG WITH THE VEHICLE AND THEY WERE HAVING IT REPAIRED. PER CUSTOMER -- CANCEL INSPECTION.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 769004  
**Date of Incident:** 20020802  
**Vehicle:** 2001 TOYOTA TACOMA  
**Location of Incident:** TUCSON, AZ  
**NHTSA Summary:**  
I WAS BACKING OUT OF A STORE IN SAN CARLOS MEXICO. I STARTED THE TRUCK, APPLIED THE BRAKE AND PUT THE TRUCK INTO REVERSE. THE TRUCK ACCELERATED BACKWARD OUT OF CONTROL AND STRUCK A CEMENT POST IN THE PARKING LOT AND CAME TO A STOP. THE ENGINE CONTINUED TO INCREASE IN RPM'S. I TRIED TO PUT THE TRUCK INTO PARK. THE GEAR SHIFT MOVED AND THE TRUCK BEGAN TO ACCELERATE FORWARD. THE BRAKE WAS UNRESPONSIVE AND THE ENGINE CONTINUED TO INCREASE IN RPM'S. THE TRUCK ACCELERATED FORWARD OUT OF CONTROL JUMPING A PARKING CURB AND CRASHED INTO THE FRONT OF THE STORE. THE AIRBAGS DEPLOYED. THE FRONT PASSENGER SUSTAINED A FRACTURED FOOT. ONE OF THE REAR PASSENGERS SUFFERED A CONTUSION TO HER FOREHEAD. THERE WAS SIGNIFICANT DAMAGE DONE TO THE FRONT END OF THE TRUCK AND DAMAGE DONE TO THE STORE FRONT. I HAVE NOT BEEN ABLE TO ASSESS THE DAMAGE TO THE TRUCK OR INVESTIGATE THE CAUSE OF THE ACCIDENT BECAUSE THE TRUCK IS STILL BEING HELD IN MEXICO BY THE AUTHORITIES. DT  
**Additional Summary:**

**NHTSA ODI No:** 8020242  
**Date of Incident:** 20020810  
**Vehicle:** 2002 TOYOTA HIGHLANDER  
**Location of Incident:** LA HABRA, CA  
**NHTSA Summary:**  
CONSUMER STATES THAT WHILE DRIVING THE THROTTLE WILL STICK. DEALER NOTIFIED. \*MR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10037159  
**Date of Incident:** 20020811  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** BAGDAD, KY  
**NHTSA Summary:**  
UNRELIABLE THROTTLE RESPONSE FROM STOPPED OR SLIGHTLY ROLLING.. SOMETIMES RESPONDS SMARTLY, MOST OF THE TIME HESITATES AND/OR RESPONDS THEN HESITATES. SOMETIMES LETTING YOU LINGER FOR A SECOND OR TWO PARTIALLY ACROSS TWO LANES(INFREQUENT) BUT YOU NEVER KNOW WHEN THIS THING IS GOING TO DO IT TO YOU! EVENTS ARE CONTINUOUS. DEALER SAYS NOTHING WRONG. OF COURSE THEY ALSO SAID MY DRIVER POWER SEAT DOES NOT MOVE OR SLIP. FOUND THE SB ON THAT, WILL PROVIDE THEM A COPY NEXT TIME IN FOR SSERVICE.\*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10079519  
**Date of Incident:** 20020814  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** MONROE TOWNSHIP, NJ  
**NHTSA Summary:**  
WHILE DRIVING VEHICLE SUDDENLY ACCELERATED UNCONTROLLABLY. CONSUMER WAS ABLE TO MAINTAIN CONTROL OF THE VEHICLE, AND DROVE IT TO THE DEALER FOR INSPECTION. HOWEVER, MECHANIC WAS NOT ABLE TO DUPLICATE OR RESOLVE THE PROBLEM. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10022535  
**Date of Incident:** 20020814  
**Vehicle:** 2002 LEXUS ES300  
**Location of Incident:** MAMARONECK, NY  
**NHTSA Summary:**  
2002 LEXUS MALFUNCTIONING BRAKE SYSTEM. \*MR THE ENGINE SURGED WHILE BRAKING. IT WAS INDICATED THAT THIS MAY BE DUE TO AN INCREASE IN IDLING SPEED WHEN THE A/C WAS OPERATING. ON ONE OCCASION THE VEHICLE CONTINUED TO MOVE ALTHOUGH THE CONSUMER APPLIED EXTREME PRESSURE ON THE BRAKE PEDAL. \*SCC \*NLM  
**Additional Summary:**

**Toyota ID No:** 200209191061  
**NHTSA ODI No:**  
**Safety Research & Strategies** 29  
*Toyota Sudden Unintended Acceleration: Appendix A*

**Date of Incident:** 20020814  
**Vehicle:** 2002 TOYOTA, LEXUS ES300  
**Location of Incident:** MAMARONECK, NY  
**NHTSA Summary:**  
\*\*\* PHONE LOG 09/19/02 02:35:50 PM EOXFORD CUST HAS 02 ES300. INCIDENT TOOK PLACE 8/14. CUST ATTEMPTED TO BRAKE BUT VEH WOULD NOT STOP. CUST HIT BUMPER OF LARGE TRUCK. MR. EAGELFELD WAS DRIVING AT 5 MPH. THEN MRS. EAGELD WAS DRIVING ON 9/9 INTO GARAGE AND BRAKE PEDAL WENT ALL THE WAY TO THE FLOOR. CUST IS CONCERNED ABOUT THE SAFETY. VEH IS CURRENTLY AT GREENWICH LEX DLR FOR REPAIR. ADV CUST I WILL CONTACT AND C/B. \*\*\* NOTES 09/19/02 02:46:08 PM EOXFORD ALSO, CUST SAID MOTOR SOMETIMES SURGES AT STOPLIGHTS AND CUST HAS TO PRESS HARD ON THE BRAKE TO KEEP VEH FROM MOVING INTO INTERSECTION. CUST SENT A LTR, AND WILL BE FAXING THAT LTR AND SOME OTHER ITEMS. \*\*\* NOTES 09/19/02 02:54:52 PM EOXFORD TO: ANDREW ROSELLI CSM (203) 869-8740. FROM: ED OXFORD 310-468-2100. PLEASE ADV YOUR DIAGNOSIS OF THE BRAKE ISSUE. \*\*\* SUBCASE 200209191061-1 CREATED 09/19/02 02:55:56 PM EOXFORD \*\*\* PHONE LOG 09/19/02 03:01:17 PM EOXFORD ACTION TYPE: OUTGOING CALL LFT VM MSG FOR CSM TO C/B REGARDING CASE. \*\*\* PHONE LOG 09/20/02 05:58:24 AM EOXFORD ACTION TYPE: INCOMING CALL REC'D VM MSG FROM CSM WHO SAID HE CAN FIND NOTHING WRONG W/ BRAKES. CSM SAID HE HAS NEVER HEARD OF A HARD BRAKE AND SOFT BRAKE ISSUE BOTH HAPPENING ON THE SAME VEH. \*\*\* PHONE LOG 09/20/02 03:31:09 PM EOXFORD ACTION TYPE: OUTGOING CALL LFT VM MSG FOR CSM TO CONTACT DOM FOR PIR. \*\*\* PHONE LOG 09/20/02 03:33:09 PM EOXFORD ACTION TYPE: OUTGOING CALL LFT VM MSG FOR DOM BRIAN REGARDING PIR. \*\*\* PHONE LOG 09/23/02 07:44:13 AM EOXFORD ACTION TYPE: OUTGOING CALL CALLED BRIAN LAUTERBACH DOM WHO SAID ITS NEEDS TO INSPECT VEH. BRIAN WILL CONTACT DLR TO SEE IF VEH IS REPAIRED. IF VEH ALREADY REPAIRED, CAN'T DO INSPECTION. \*\*\* PHONE LOG 09/23/02 07:47:18 AM EOXFORD ACTION TYPE: OUTGOING CALL LFT VM MSG FOR CSM TO C/B. \*\*\* EMAIL OUT 09/23/02 01:01:25 PM EOXFORD ACTION TYPE: INTERNAL EMAIL SEND TO: [EDWARD\_OXFORD@TOYOTA.COM] CUST CALLED TO REQ STATUS OF CASE. ADV CUST STILL RESEARCHIN  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 8017143  
**Date of Incident:** 20020815  
**Vehicle:** 2002 LEXUS ES300  
**Location of Incident:** SARASOTA, FL  
**NHTSA Summary:**  
WHILE PULLING INTO PARK WITH FOOT ON THE BRAKES, VEHICLE SUDDENLY ACCELERATED AND HIT A TREE. ALSO WHILE DRIVING IN CRUISE CONTROL, TAPPED ON BRAKES TO DISENGAGE CRUISE CONTROL AND VEHICLE SUDDENLY ACCELERATED.\*AK DEALER CHECKED VEHICLE AND COULD NOT FIND ANY PROBLEMS. \*SLC  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 8018875  
**Date of Incident:** 20020816  
**Vehicle:** 2001 TOYOTA TACOMA  
**Location of Incident:** MAIMI, FL  
**NHTSA Summary:**  
WHILE MAKING A TURN AT A LOW SPEEDS AND ON A FLAT SURFACE, THE VEHICLE WILL ACCELERATE WITH NO WARNING, CAUSING CONSUMER TO HAVE AN ACCIDENT. DEALER NOTIFIED. \*AK WHILE MAKING A TURN THE VEHICLE SUDDENLY ACCELERATED  
**Safety Research & Strategies** 30  
*Toyota Sudden Unintended Acceleration: Appendix A*

CAUSING THE DRIVER TO LOOSE CONTROL OF THE VEHICLE ANT HIT A FENCE, AS A RESULT ALL 3 OCCUPANTS SUSTAINED INJURIES. \*SCC  
**Additional Summary:**

**Toyota ID No:** 200403151290  
**NHTSA ODI No:**  
**Date of Incident:** 20020831  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** TAMARAC, FL  
**NHTSA Summary:**  
\*\*\* PHONE LOG 03/15/2004 02:35:48 PM LESPINOZA  
==FCRP==CUST STS WAS IN VEHICLE BACKING OUT OF A PARKING SPACE, VEH WAS IN REVERSE. STS APPLIED THE BRAKE AND SHIFTED INTO DRIVE. STS LET FOOT OFF BRAKE AND BEFORE HE COULD APPLY THE ACCELERATOR, VEH SURGED FORWARD.CUST STS TRIED TO APPLY THE BRAKE BUT IT RESPOND. STS HIS VEH BOUNCED OFF 4-5 OTHER VEHICLES, THEN CAME TO A STOP. CUST STS WORE SEAT BELT.  
\*\*\* NOTES 03/15/2004 02:36:15 PM LESPINOZA  
LEGAL REQUESTS FIELD CONTACT REPORT W/ MANY INTERIOR AND EXTERIOR PHOTOS.  
\*\*\* NOTES 03/16/04 05:09:02 AM SET2  
CASE ASSIGNED TO ROSEMARY IANNITTI SET8  
\*\*\* NOTES 03/16/04 11:15:13 AM SET8  
REG L/M FOR CUST ON 3/16 AT 2:13. STD NEEDED TO CONFIRM VEH LOCATION. REQ NAME, ADDRESS AND PHONE NUMBER OF VEH LOCATION. REQ C/B.  
\*\*\* NOTES 03/18/2004 01:28:24 PM PTIMBERLAKE  
++OUTGOING CUST++ NCR RETURNING V/M FROM CUST. NCR SPOKE TO WIFE - RUTH WHO WANTED SSC INFO RELATING ACCELERATION PROBLEM. NCR ADV NO SSC'S. ADV VEH WILL BE INSPECTED WITHIN 30 DAYS FROM - 3/15/04  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 767312  
**Date of Incident:** 20020900  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** STATEN ISLAND, NY  
**NHTSA Summary:**  
ON MY 2002 TOYOTA CAMRY XLE WHEN I PRESSED ON THE BRAKE THE OTHER DAY (I HAVE BEEN DRIVING FOR OVER 40 YEARS) MY CAR KEPT GOING INSTEAD OF STOPPING!! IT TURNED OUT THAT I WAS PRESSING ON THE BRAKE AS WELL AS THE ACCELERATOR PEDAL SINCE THEY ARE ALMOST ON THE SAME LEVEL AS WELL AS BEING CLOSE TO EACH OTHER. ACTUALLY, WHEN THE BRAKE IS DEPRESSED THE ACCELERATOR PEDAL IS ACTUALLY HIGHER WHICH ALLOWS FOR THE CAR TO MOVE FORWARD WHILE STILL DEPRESSING THE BRAKE PEDAL! THIS SEEMS TO BE AN INCREDIBLY DANGEROUS SITUATION. WHILE GETTING ACCUSTOMED TO DRIVING THIS NEW CAR I FOUND IT UNCOMFORTABLE AT TIMES TO GET MY RIGHT FOOT IN THE PROPER POSITION TO DRIVE SAFELY. MAYBE ITS BECAUSE OF THIS DEFECT. WHAT DO YOU THINK? \*AK  
**Additional Summary:**

**Toyota ID No:** 200209180202  
**NHTSA ODI No:**  
**Date of Incident:** 20020900  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** SMITHTOWN, NY  
**Safety Research & Strategies** 31  
*Toyota Sudden Unintended Acceleration: Appendix A*

**Toyota ID No:**  
**NHTSA ODI No:** 10061984  
**Date of Incident:** 20020901  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** LOMPOC, CA  
**NHTSA Summary:**  
I HAVE HEARD ABOUT THE PROBLEM THE TOYOTA CAMRY HAS WITH SPEED SURGES. I HAVE HAD A PROBLEM BUT IDENTIFIED THE CAUSE QUITE READILY. THE BRAKE PEDAL IS LOCATED TOO CLOSE TO THE THE GAS PEDAL AND AT ABOUT THE SAME LEVEL. AFTER CATCHING MYSELF SEVERAL TIMES STEPPING ON THE GAS PEDAL. WHEN I INTENDED TO STEP ON THE BRAKE I HAVE LEARNED TO BE VERY CAREFUL WHEN SWITCHING FROM ONE TO THE OTHER. IN THE CASES WHERE THE MISTAKE DID OCCUR I WAS QUICKLY AWARE OF WHAT WAS HAPPENING AND THERE WAS NO INCIDENT OR ACCIDENT INVOLVED. AM SUBMITTING THIS AS IT MAY BE WHAT HAS OCCURED IN SOME OF THE INSTANCES OF UNANTICIPATED DRIVE SURGE. I HAVE FILLED IN A DATE OF OCCURENCE BUT IT OCCURED A FEW TIMES AFTER I BOUGHT THE VEHICLE AND I DON'T REMEMBER THE EXACT DATES. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10060882  
**Date of Incident:** 20020904  
**Vehicle:** 2002 TOYOTA TUNDRA  
**Safety Research & Strategies** 32  
*Toyota Sudden Unintended Acceleration: Appendix A*



Location of Incident: NATICK, MA

**NHTSA Summary:**

TOYOTA CAMRY 2002 MODEL; PROBLEM OBSERVED 6 MONTHS AFTER I BOUGHT THE BRAND NEW CAR; BRAKE PROBLEM? CAR ACCELERATES. REPORTED TO THE DEALER AND THEN TO THE COMPANY; NOTHING HAS BEEN DONE. I TOLD THEM "I AM SCARED TO DEATH TO DRIVE THIS CAR BECAUSE SOMETIMES I CANNOT STOP THE CAR".\*AK

**Additional Summary:**

**Toyota ID No:**

**NHTSA ODI No:** 10000034

**Date of Incident:** 20020910

**Vehicle:** 2000 TOYOTA CAMRY

**Location of Incident:** STOW, OH

**NHTSA Summary:**

AFTER USING CRUISE CONTROL ON MY 2000 TOYOTA CAMRY AND COMING TO A STOP, THE ACCELERATOR PEDAL STICKS. WHEN YOU PROCEED FORWARD, YOU HAVE TO DEPRESS THE ACCELERATOR PEDAL HARD, CAUSING THE CAR GO FORWARD AT AN UNSAFE SPEED.

**Additional Summary:**

**Toyota ID No:**

**NHTSA ODI No:** 767803

**Date of Incident:** 20020918

**Vehicle:** 2002 TOYOTA RAV4

**Location of Incident:** LYNN, MA

**NHTSA Summary:**

WHEN BACKING UP, THE VEHICLE EITHER ACCELERATED OR THE GAS PEDAL GOT STUCK.

**Additional Summary:**

**Toyota ID No:**

**NHTSA ODI No:** 8019572

**Date of Incident:** 20020921

**Vehicle:** 2001 TOYOTA 4RUNNER

**Location of Incident:** SELKIRK, NY

**NHTSA Summary:**

CONSUMER STATES ATTEMPTED TO BACK OUT OF GARAGE. WHEN CONSUMER SHIFTED VEHICLE INTO REVERSE, IT SUDDENLY ACCELERATED CAUSING A COLLISION. CONSUMER ADVISED ATTEMPTED TO DEPRESS BRAKES, BUT THEY DID NOT FUNCTION.

**Additional Summary:**

**Toyota ID No:**

**NHTSA ODI No:** 10024353

**Date of Incident:** 20020922

**Vehicle:** 2002 LEXUS LS430

**Location of Incident:** CLINTON, MD

**NHTSA Summary:**

WHILE DRIVING AT 50 MPH ACCELERATOR PEDAL GOT STUCK, AS A RESULT VEHICLE WAS TOTALLED. DEALER NOTIFIED.\*AK

**Additional Summary:**

Safety Research & Strategies

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Toyota Sudden Unintended Acceleration: Appendix A

CUSTOMER IS BRINGING VEHICLE IN FOR OUR EVALUATION ON TUES OCTOBER 22,2002 AT 10 AM

**Additional Summary:**

**Toyota ID No:** 200210220832

**NHTSA ODI No:**

**Date of Incident:** 20021000

**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300

**Location of Incident:** BURKE, VA

**NHTSA Summary:**

\*\*\* PHONE LOG 10/22/2002 11:54:48 AM HSOV

==DEALER PRODUCT INSPECTION== CUST WIFE DRIVING EVE NEFZGER AND WAS TRYING TO PARK IN SPACE TURNING RIGHT. STS WHEN REMOVED FOOT FROM GAS PEDAL TO BRAKE, BUT VEH ACCELERATED. STS HIT A2 VEHICLES AND A CURB. STS VEH TURNED OVER DRIVERSIDE. CUST WORE SEATBELT. NO AIRBAG DEPLOY. NO MAJOR INJURIES. STS FEELS GAS PEDAL VEH IS RESPONSIBLE FOR ACCIDENT. DEALER PRODUCT INSPECTION, CONTACT DSPM/REGION IF NECESSARY.

\*\*\* CASE CLOSE 10/25/02 11:09:37 AM DLR45055

INSPECTED WRECKED VEHICLE ON 10-14-2002. NO DIAGNOSTIC FAULT CODES PRESENT IN ENGINE MANAGEMENT OR ABS SYSTEMS. ENGINE OPERATION NORMAL. INRMAL. INSPECTED OPERATION OF ELECTRONIC THROTTLE CONTROL SYSTEM, INSPECTED USING SCAN TOOL FOR THROTTLE AND ACCELERATOR POSITION SENSOR OPERATION, ALL OPERATING NORMALLY, NO EVIDENCE OF MECHANICAL MALFUNCTION. PERFORMED STALL TEST BY FLOORING ACCELERATOR PEDAL WHILE HOLDING PRESSURE ON BRAKE PEDAL, VEHICLE DID NOT MOVE UNLESS BRAKE WAS RELEASED. ALL OPERATION NORMAL AT TIME OF INSPECTION, NO MALFUNCTION VERIFIABLE.

**Additional Summary:**

**Toyota ID No:** 200210111105

**NHTSA ODI No:**

**Date of Incident:** 20021000

**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300

**Location of Incident:** GLENDALE, CA

**NHTSA Summary:**

\*\*\* PHONE LOG 10/11/2002 04:03:12 PM SSKIRHA CUST REQUIRES A KOREAN TRANSLATOR. CUST REQ VEH INSPECTION FOR UNINTENDED ACCELERATION. KEYS LEXUS ALREADY INSPECTED VEH & DIDNT FIND ANYTHING WRONG. CUST DOESNT FEEL SAFE IN VEH BUT WOULD IF A LEXUS REP INSPECTS VEH. ACCIDENT HAPPENED AT THE DMV. VEH CROSSED THE FLOWER BED & HIT METAL WIRE FENCE & THEN TREE. VEH WAS ALMOST PARKED & FOOT WAS ON BRAKE WHEN VEH LURCHED FORWARD. POLICE CAME & POLICE STATED CUST PRESSED ON GAS & NOT BRAKE. CUST STATES POLICE WERE WRONG. \*\*\* SUBCASE 200210111105-1 CREATED 10/11/2002 04:03:33 PM SSKIRHA \*\*\* NOTES 10/11/2002 04:07:14 PM SSKIRHA \*\*\* NOTES 10/11/2002 04:08:32 PM SSKIRHA USED LANGUAGE LINE KOREAN TRANSLATOR # 6084, JENNIFER TO SPEAK W/ CUST. CUST HAD JUST PURCHASED VEH IN AUGUST. \*\*\* PHONE LOG 10/11/2002 04:10:54 PM SSKIRHA ACTION TYPE: OUTGOING CALL LEFT VM FOR KEVIN PRATT. DOM \*\*\* PHONE LOG 10/14/2002 10:40:10 AM SSKIRHA ACTION TYPE: INCOMING CALL REC CALL FROM KEVIN PRATT. DOM. KEVIN IS CALLING DLR SM, ALLAN CLIFF TO DISCUSS CUST CONCERN. DOM & SM ARE TO C/B LCS W/ UPDATE \*\*\* PHONE LOG 10/15/2002 04:31:30 PM SSKIRHA ACTION TYPE: INCOMING CALL DOM RETURNED CALL. AFTER CASE REVIEW DOM DECLINED

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Toyota Sudden Unintended Acceleration: Appendix A

**Toyota ID No:** 200301311231

**NHTSA ODI No:**

**Date of Incident:** 20020925

**Vehicle:** 2002 TOYOTA, LEXUS CAMRY

**Location of Incident:** LEOMINSTER, MA

**NHTSA Summary:**

\*\*\* PHONE LOG 01/31/2003 05:37:55 PM KFARDOOST

RNW#030127-000103>>>CUST STS "I BOUGHT A NEW 2002 CAMRY LE (4 CYL) IN SEPTEMBER OF 2002. I CURRENTLY HAVE 3600 MILES ON THE CAR. I HAVE AN INTERMITTENT PROBLEM WITH THE CAR. AT TIMES, WHEN I AM COMING TO A STOP THE CAR STARTS TO ACCELERATE. I HAVE TO DROP IN INTO NEUTRAL AND PRESS THE ACCELERATOR PEDAL DOWN TO CLEAR IT. IT HAS REVVED UP AS HIGH AS 6200RPM. THIS HAS HAPPENED BETWEEN 12 TO 15 TIMES. IT IS A VERY DANGEROUS SITUATION AND MY WIFE IS AFRAID TO DRIVE THE CAR.

\*\*\* NOTES 01/31/2003 05:37:56 PM KFARDOOST

>>>THE LOCAL TOYOTA DEALERSHIP HAS BEEN VERY COOPERATIVE. THE HAVE CHECKED EVERYTHING BUT CANT DUPLICATE THE PROBLEM BECAUSE IT IS SO INTERMITTENT.

\*\*\* SUBCASE 200301311231-1 CREATED 01/31/2003 05:42:25 PM KFARDOOST

NCR REPLIED TO CUST " <AS-HTML>

THANK YOU FOR CONTACTING TOYOTA MOTOR SALES, U.S.A., INC.<P>

WE APOLOGIZE FOR THE CONCERNS WITH YOUR 2002 CAMRY.<P>

IN ORDER TO PROPERLY ASSESS YOUR CONCERNS, WE HAVE CONTACTED THE CUSTOMER RELATIONS NMANAGER AT NORM WAGNER TOYOTA TO FURTHER EVALUATE YOUR 2002 CAMRY.<P>

OUR DEALERSHIP TECHNICIANS ARE SPECIALIZED IN THE DIAGNOSIS AND REPAIR OF TOYOTA VEHICLES. THEY ARE PROVIDED WITH EXTENSIVE TRAINING AND HAVE ACCESS TO STATE-OF-THE-ART EQUIPMENT TO HELP IN THE ACCURATE DIAGNOSIS OF YOUR VEHICLE. ALSO, IF NECESSARY, WE PROVIDE ADDITIONAL SUPPORT TO ASSIST OUR TECHNICIANS IN RESOLVING UNUSUAL VEHICLE CONCERNS.<P>

PLEASE BEAR IN MIND THAT IF THE DEALERSHIP IS UNABLE TO DUPLICATE THE CONDITION, IT MAKES IT VERY DIFFICULT TO DIAGNOSE WHETHER OR NOT YOUR 2002 CAMRY HAS ANY TYPE OF CONCERN. IT MAY BE ADVANTAGEOUS FOR YOU TO TAKE THE VEHICLE TO THE DEALERSHIP AS SOON AS THE CONDITION OCCURS. HOWEVER THIS IS SOMETHING THAT YOU WOULD HAVE TO OBVIOUSLY DISCUSS WITH THE DEALERSHIP. THE CUSTOMER RELATIONS MANAGER WILL CONTACT YOU BY THE END OF THE BUSINESS DAY. 02/05/03. IN THE EVENT YOU DO NOT RECEIVE ANY CONTACT FROM THE DEALERSHIP BY THIS DATE, PLEASE <A HREF =

**Additional Summary:**

**Toyota ID No:** 200210150732

**NHTSA ODI No:**

**Date of Incident:** 20021000

**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300

**Location of Incident:** LARGO, FL

**NHTSA Summary:**

\*\*\* PHONE LOG 10/15/2002 11:31:03 AM NWILSON

CUST STS HAVING CONCERNS WITH WHEN APPLYING PRESSURE TO BRAKE PEDAL

CAUSES ACCELERATOR TO BE ENGAGED.

\*\*\* CASE CLOSE 10/17/02 22:41:54 RULEMGR

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Toyota Sudden Unintended Acceleration: Appendix A

INSPECTION OF THE VEH. DOM SPOKE W/ SM ABOUT VEH & INSPECTION DLR DID. DOM STATES THAT DLR IS READY FOR CUST TO PICK UP VEH. \*\*\* PHONE LOG 10/15/2002 04:33:23 PM SSKIRHA ACTION TYPE: INCOMING CALL ED MCSHAN, WESTERN CSM ANALYST CLD TO CHECK ON PIR INSPECTION. INF HIM THAT CASE HAS BEEN DECLINED FOR INSPECTION SINCE VEH HAS ALREADY BEEN RPR'D & DLR INSPECTED VEH & NO PROBLEM WAS FOUND. \*\*\* PHONE LOG 10/16/2002 01:32:08 PM SSKIRHA ACTION TYPE: OUTGOING CALL LEFT VM FOR CUST TO C/B ADV CUST: USE A KOREAN TRANSLATOR. INF CUST THAT VEH IS READY TO BE PICKED UP AT DLR. INF CUST THAT FACTORY REP REVIEWED CASE W/ LCS REP, & DLR & HAS DECLINED TO DO A PIR INSPECTION BECAUSE OF VEH STATUS; VEHICLE HAS BEEN RPR'D ALREADY, THE DLR INSPECTED VEH & FOUND NOTHING WRONG, & PO

**Additional Summary:**

**Toyota ID No:**

**NHTSA ODI No:** 768473

**Date of Incident:** 20021013

**Vehicle:** 2002 TOYOTA 4RUNNER

**Location of Incident:** NORTH CHARLESTON, SC

**NHTSA Summary:**

OPERATING VEHICLE IN WET ROAD CONDITIONS WITH CRUISE CONTROL ON AT 55 MPH. TRACTION CONTROL WARNING LIGHT ILLUMINATED AND ENGINE TACHOMETER WENT FROM 2,200 RPM TO EXCESS OF 5,000 RPM. VEHICLE QUICKLY ACCELERATED TO 70 MPH AND WAS CONTINUING ACCELERATION WHEN OPERATOR DEPRESSED BRAKE PEDAL AND STOPPED ACCELERATION. ONLY ONE OCCURENCE AND NO RECURRENCE ON REMAINING 6 MILES TO HOME. VERY DANGEROUS TO HAVE VEHICLE QUICKLY ACCELERATE WITHOUT COMMAND FROM OPERATOR. MR

**Additional Summary:**

**Toyota ID No:** 200210220484

**NHTSA ODI No:**

**Date of Incident:** 20021013

**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300

**Location of Incident:** TUCSON, AZ

**NHTSA Summary:**

\*\*\* PHONE LOG 10/22/2002 10:17:17 AM JKETCHUM

CUST STS THAT ON 10/13 CUST WAS COMING HOME AND CUST DROVE INTO DRIVEWAY AND CUST STS THAT VEH SURGED FORWARD AND HIT A WALL. CUST STS THAT TOOK VEH TO TOYOTA DLRSHIP AND DLR COULD NOT FIND ANYTHING WRONG WITH THE VEH. CUST STS THAT VEH IS AT BODY SHOP AND THE DLR HAS ALREADY STARTED TO REPAIR. NCR APOL, ADV THAT TOYOTA WOULD NOT BE ABLE TO INSPECT IF VEH HAS STARTED BEING REPAIRED. NCR APOL, DID NOT OPEN FCRP, AND ADV CUST TO SEND ALL INFO TO LEGAL DEPART.

\*\*\* NOTES 10/22/2002 10:17:18 AM JKETCHUM

GAVE CASE #.

\*\*\* CASE CLOSE 10/22/2002 10:17:47 AM JKETCHUM

NCR APOL, DID NOT OPEN FCRP BECAUSE VEH IS BEING REPAIRED, AND ADV CUST TO SEND ALL INFO TO LEGAL DEPART. GAVE CASE #.

\*\*\* NOTES 11/20/2002 01:37:09 PM LEZRRE

ATF-LTR DTD 11/13/02, RCVD 11/19/02 STS SAME CONCERNS AS ABOVE. NCR L/M ADV THAT LTR WAS FORWARDED TO LEGAL. NEXT REP: IF CUST C/B PLS ADV OF THIS OR GIVE LEGAL ADDRESS TO RESUBMIT.

**Additional Summary:**

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Toyota Sudden Unintended Acceleration: Appendix A

**Toyota ID No:**  
**NHTSA ODI No:** 10002533  
**Date of Incident:** 20021017  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** LAKEWOOD, NJ  
**NHTSA Summary:**  
 CONSUMER WAS PARKING THE VEHICLE WITH HER FOOT ON THE BRAKE WHEN THE VEHICLE ACCELERATED. THIS RESULTED IN AN ACCIDENT. THE DEALERSHIP CANNOT LOCATE THE CAUSE OF THE PROBLEM.\*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10107480  
**Date of Incident:** 20021020  
**Vehicle:** 2002 LEXUS ES300  
**Location of Incident:** CONCORD, CA  
**NHTSA Summary:**  
 WHEN THE GAS PEDAL WAS APPLIED, THE VEHICLE PAUSED FOR 1-2 SECONDS BEFORE PROCEEDING FORWARD. AS A RESULT, THE CONSUMER HAD ALMOST HIT PEDESTRIANS AND REAR ENDED OTHER MOTORISTS. IF THE CONSUMER ATTEMPTS TO SWITCH LANES TO AVOID HITTING OR REAR ENDING ANYONE, THE VEHICLE STALLS. THE VEHICLE HAS BEEN SERVICED 9 TIMES BY THE DEALERSHIP, IN WHICH DIAGNOSTIC TEST HAVE BEEN PERFORMED, BUT NO FAILURE CODE WAS FOUND. THE DEALERSHIP ONLY CONCLUSION IS THAT THIS IS HOW THE VEHICLE IS SUPPOSE TO DRIVE. \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10007691  
**Date of Incident:** 20021021  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** BURKE, VA  
**NHTSA Summary:**  
 UNINTENDED ACCELERATION. WHILE PULLING INTO A PARKING SPACE, MY WIFE'S VEHICLE ACCELERATED TO MAXIMUM SPEED. THE CAR JUMPED OVER THE PARKING CURB AND SHE SWERVED TO MISS A BUILDING. SHE CLIPPED TWO CARS IN PASSING THEM, SWERVED AGAIN INTO AN EMPY PARKING SPOT AND THE VEHICLE TIPPED OVER. CAR WAS TOTALED. NO ONE WAS HURT, BUT MY WIFE SUSTAINED SOME BRUISES AND GLASS SHARDS IN THE EYES. LOCAL TOYOTA DEALER LOOKED AT THE WRECK, RAN SOME ELECTRONIC DIAGNOSTICS, BUT SAID THEY WERE UNABLE TO FIND ANY MALFUNCTION.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 8021365  
**Date of Incident:** 20021022  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** SAN BRUNO, CA  
**NHTSA Summary:**  
 CONSUMER HAS PROBLEMS WITH THE ACCELERATOR. DEALER WAS CONTACTED. MR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10053975  
**Date of Incident:** 20021022  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** CHICOPEE, MA  
**NHTSA Summary:**  
 CONSUMER COMPLAINED THAT THE BRAKE PEDAL WAS DESIGNED TOO BIG. ON SEVERAL OCCASIONS CONSUMER ATTEMPTED TO MOVE FOOT FROM THE GAS TO THE BRAKE PEDAL WHEN THEIR SHOE SOLE GOT CAUGHT UNDER THE BRAKE PEDAL. THIS CAUSED THE CONSUMER TO APPLY THE GAS PEDAL INADVERTENTLY. \*AK \*MR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 8021602  
**Date of Incident:** 20021024  
**Vehicle:** 2001 TOYOTA AVALON  
**Location of Incident:** SHREWSBURY, MA  
**NHTSA Summary:**  
 VEHICLE SUFFERED SUDDEN ACCELERATION WHEN SHIFTED FROM NEUTRAL INTO DRIVE, VEHICLE COLLIDED WITH A DOOR. DEALER AND MANUFACTURER HAS BEEN NOTIFIED. PLEASE PROVIDE FURTHER INFORMATION. TS  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10083732  
**Date of Incident:** 20021027  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** MOUNT SINAI, NY  
**NHTSA Summary:**  
 WHILE STOPPING AT A TRAFFIC LIGHT THE ENGINE REVVED, FOLLOWED BY SUDDEN ACCELERATION. THE CONSUMER PROCEEDED TO SLAM ON THE BRAKE PEDAL TO STOP THE ACCELERATION, BUT IT FAILED TO DO SO. VEHICLE STOPPED ACCELERATING BY ITSELF. DEALERSHIP WAS CONTACTED, BUT PROVIDED NO ASSISTANCE BECAUSE THEY WERENT ABLE TO DUPLICATE THE FAILURE. \*AK \*NM  
**Additional Summary:**

**Toyota ID No:** 200211261055  
**NHTSA ODI No:**  
**Date of Incident:** 20021100  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** MODESTO, CA  
**NHTSA Summary:**  
 \*\*\* PHONE LOG 11/26/2002 04:09:22 PM CCONVIS  
 CUST STS VEH WAS ON CRUISE CONTROL AND WHEN IT WAS TAKEN OFF, VEH PLACED IN NEUTRAL THEN DRIVE AND VEH LURCHED FORWARD AT FULL SPEED ON CUST ADN CUST ALMOST WENT INTO A HOUSE. CUST TURNED VEH OFF AND BACK ON AND HAS NOT EXPERIENCED THE CONCERN AGAIN BUT IS CONCERNED VEH MAY LURCH FORWARD AGAIN. CUST STS DLR CAN NOT FIND CAUSE OF VEH CONCERNS. CUST SEEKS POSS REGION INSPECTION WHEN REP IS IN AREA AND ETA FOR REGIONAL REP. CUST HAS NOT SPOKEN TO CRM.  
**Additional Summary:**

\*\*\* NOTES 11/26/2002 03:30:49 PM ECAMPOS  
 CRM CALL REQUESTING CASE BE REDIRECTED TO REGION.  
 \*\*\* NOTES 12/03/02 05:10:17 PM SF3  
 LM ON VM. DSPM WILL FOLLOW-UP.

\*\*\* CASE CLOSE 12/09/02 05:25:16 PM SF3  
 DSPM, C. MURPHY, REVIEWED WITH FTS J. THIELE AND W/DLRSHIP. FTS STD THERE IS NO KNOWN ISSUE AND ADVD TO ASSURE DLRSHIP SCANNED VEH FOR ERROR CODES. DLRSHIP STD THEY DID CK FOR CODES AND CK'D BRAKES. ALL NORMAL AND WITHIN SPECS. CUST STD HE CAME TO A STOP, PUT VEH IN NEUTRAL, THEN PUT IT IN DRIVE TOI PROCEED AND VEH MOVED FORWARD QUICKLY. (THIS MAY HAVE BEEN DUE TO THE CUST ENGAGING DRIVE FROM NEUTRAL WITH NO BRAKE.) DSPM ADVD CUST TO ENSURE VEH IS IN PARK WHEN AT STOP AND FOOT IS OFF THE BRAKE. CUST STD HE WOULD DO SO. CUST CONTD TO SAY VEH ACCELERATED WHEN HE ATTEMPTED TO PRESS THE BRAKE PEDAL. DSPM THIS MAY HAVE BEEN DUE TO THE CUST ACCIDENTALLY PRESSING GAS PEDAL. DSPM ADVD CUST THERE HAS NOT BEEN ANY ISSUE TOYOTA KNOWS OF RE HIS SITUATION. DSPM ADVD DLRSHIP INSPECTED VEH AND TEST DROVE TO ENSURE VEH IS OPERATING NORMALLY. CUST STD HE IS SATISFIED AND W/CONTACT DLRSHIP IF ISSUE RECURS.  
**Additional Summary:**

**Toyota ID No:** 200308010358  
**NHTSA ODI No:**  
**Date of Incident:** 20021105  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** KEARNS, UT  
**NHTSA Summary:**  
 \*\*\* PHONE LOG 08/01/2003 09:50:10 AM QHOLMES

—FCRP—  
 PATRICIA DRIVER (ONLY ON IN VEH). STS HAD HER SEATBELT ON. STS DRIVING IN PARKING LOT (3245 WEST, WEST JORDAN, UT). STS TURN DOWN A AISLE (RT), APPLIED BRAKES WHEN CUST HEARD ENGINE SUDDENLY ACCELERATE & STS HER VEH FTR DRIVERS SIDE BUMPER HIT ANOTHER VEH FTR DRIVERS SIDE BUMPER. STS THEN HIT A PARKED TRUCK W/HER FTR BUMPER. STS AIR BAGS DID NOT DEPLOY. STS TRAVELING 3-5MPH. LEGAL REQUESTS FCRP WITH MANY INTERIOR AND EXTERIOR PHOTOS

\*\*\* CASE CLOSE 08/12/03 03:11:11 PM DVRA  
 FTS, JOE LANE, INSP VEH 08/06/03. OWNER NOT PRESENT. FTS STATES: INSP THE ABS AND ENGINE/ECT ECU FOR DTCS AND NONE WERE PRESENT. TEST DROVE VEHICLE AROUND PARKING LOT AND DID SEVERAL PANIC STOPS. THE ABS SYSTEM OPERATED PROPERLY ON EACH STOP. DURING MY TEST DRIVE THROUGH THE PARKING LOT I DID NOT EXPERIENCE A PROBLEM WITH THE ACCELERATOR PEDAL, THE ENGINE REVVING UP, OR THE VEHICLE ACCELERATING ON ITS OWN. INSP THE BRAKE VACUUM BOOSTER, MASTER CYLINDER, BRAKE PEDAL, FRONT CALIPERS, REAR DRUM BRAKES AND ABS ACTUATOR FOR PROPER INSTALLATION AND OPERATION. FOUND ALL COMPONENTS TO BE PROPERLY INSTALLED AND OPERATING PROPERLY. INSP THE ENTIRE BRAKE SYSTEM FOR LEAKS. FOUND NO LEAKS AND FOUND THE BRAKE/MASTER CYLINDER TO BE FULL OF FLUID. RESULTS COMM TO CUST 08/07/03.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10000020  
**Date of Incident:** 20021108

**Vehicle:** 2002 TOYOTA AVALON  
**Location of Incident:** BROOMALL, PA  
**NHTSA Summary:**  
 WHEN USING THE CRUISE CONTROL ON A DOWNGRADE, THE VEHICLE ACCELERATES UP TO 20 MPH. IT SEEMS AS IF YOU ARE GOING OUT OF CONTROL. THE VEHICLE DOES NOT DOWNSHIFT AT ALL.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10062561; 10063318  
**Date of Incident:** 20021109  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** WALTHAM, MA  
**NHTSA Summary:**  
 ON THE DATE BELOW, I WAS DRIVING ON A HIGHWAY WHEN MY BRAND NEW CAMRY WENT OUT OF CONTROL AND SPED UP, SENDING THE CAR THROUGH A GUARD RAIL. MY CAR ENDED UP ON THE OTHER SIDE OF THE HIGHWAY GOING IN THE OPPOSITE DIRECTION. I HAVE A PERFECT DRIVING RECORD, AND HAVE NEVER EVEN HAD A TICKET. I BELIEVE THAT MY CAR HAD THE ACCELERATION PROBLEM THAT I'VE BEEN READING ABOUT. I HAD CONTACTED TOYOTA WHEN THE ACCIDENT FIRST OCCURRED. THEY SENT SOMEONE OUT WHO CHECKED THE TIRES AND THE STEERING, AND A FEW MINOR THINGS. NO ONE TESTED ANYTHING TO DO WITH ACCELERATION. THE CAR WAS TOTALED, AND I WAS TAKEN BY AMBULANCE TO A TRAUMA CENTER, WHERE I WAS HOSPITALIZED. I AM NOW DRIVING A 2003 CAMRY, AND I FEEL LIKE I'M DRIVING A TIME BOMB, SINCE I READ THAT THE PROBLEM MAY EXIST IN BOTH THE 02 AND 03 MODELS. \*AK SEE VOQ 10063318. \*DSY; WHILE DRIVING VEHICLE SUDDENLY ACCELERATED. DRIVER LOST CONTROL AND HIT A GUARD RAIL. THE VEHICLE WAS TOTALED. \*AK THE DRIVER SUFFERED FROM POST CONCUSSION SYNDROME AND STILL EXPERIENCES DIZZINESS, PROBLEMS WITH BALANCE, TREMORS, HEADACHES, NECK AND BACK PAIN AND MEMORY LOSS. THE CONSUMER IS STILL UNDER THE CARE OF SEVERAL MEDICAL PROFESSIONALS AND CONTINUES TO UNDERGO TESTING. \*NM SEE VOQ 10062561. \*DSY  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 8023219  
**Date of Incident:** 20021111  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** MAPLE HEIGHTS, OH  
**NHTSA Summary:**  
 CONSUMER STATES WAS DRIVING ON HIGHWAY WITH CRUISE CONTROL ENGAGED. ATTEMPTED TO DISENGAGE BY DEPRESSING BRAKE PEDAL TO NO AVAIL. CONSUMER HAD TO SWERVE VEHICLE THROUGH TRAFFIC TO AVOID A COLLISION. AS A RESULT THE FRONT PASSENGER WHEEL CAME OFF SLOWING CAR DOWN ENOUGH FOR CONSUMER TO DOWNSHIFT GEARS. TS  
**Additional Summary:**

**Toyota ID No:** 200311120125; 200402040570  
**NHTSA ODI No:**  
**Date of Incident:** 20021111  
**Vehicle:** 2002 TOYOTA, LEXUS ES300  
**Location of Incident:** ROCKVILLE, MD  
**NHTSA Summary:**

\*\*\* PHONE LOG 11/12/2003 07:21:53 AM MHELFFRICH CUST STATED SHE HAS BEEN WORKING W/ GM AT LEXUS OF ROCKVILLE REGARDING ACCIDENT SHE WAS IN B/C OF HER 2002 ES 300. CUST STATED SHE WAS PULLING INTO PARKING LOT, MADE LEFT TURN TO PULL INTO PARKING SPOT, VEH JUMPED CURB AND HIT A TREE. CUST STATED SHE HAS HAD ACCELERATION ISSUES SINCE DAY SHE PURCHASED VEH. CUST STATED SHE FEELS VEH CAUSED ACCIDENT. CUST STATED C KING INSPECTED VEH, ADVISED THERE WAS NOTHING WRONG W/ VEH & SHE MUST OF HIT GAS PEDAL. \*\*\* NOTES 11/12/2003 07:22:47 AM MHELFFRICH CUST STATED SHE NEVER RECEIVED ONP LETTER ABOUT UPDATE & ONLY FOUND OUT ABOUT IT AFTER RESEARCHING. CUST STATED SHE CONTACTED NHTSA & WHEN SHE ADVISED DLR OF HER RESEARCH, THEY DENIED ISSUES UNTIL SHE PULLED OUT RESEARCH & THEN ADMITTED LEXUS HAS HAD ISSUES W/ TRANSMISSION. CUST ADVISED GM OF DLR CALLED PAT MITCHELL IN AREA OFFICE, CUST DEMANDED FOR PHONE NUMBER FOR P MITCHELL, & DEMANDED A CALL BACK W/ IN 24 HOURS W/ AN UPDATE & INSPECTIONER'S NAME \*\*\* SUBCASE 200311120125-1 CREATED 11/12/2003 07:23:06 AM MHELFFRICH \*\*\* NOTES 11/12/2003 07:28:15 AM MHELFFRICH \*\*\* PHONE LOG 11/12/2003 07:29:31 AM MHELFFRICH ACTION TYPE: OUTGOING CALL LEFT V-MAIL FOR PAT MITCHELL, CS MANAGER IN AREA OFFICE AS A HEADS UP CUST WAS TRYING TO GET AHEAD OF HER SINCE GM GAVE HER NAME TO CUST AS THE CONTACT ON ISSUES. \*\*\* PHONE LOG 11/12/2003 07:34:45 AM MHELFFRICH ACTION TYPE: OUTGOING CALL SPOKE W/ KAREN ROTOLA, ADVISED I AM DISPATCHING CASE TO AREA OFFICE. \*\*\* NOTES 11/12/03 10:57:54 AM KROTOLA330 I PUT THE REQUEST FOR THE PIR ON OUR LOG FOR THE FTS TO INSPECT. ONCE IT IS SCHEDULED I WILL UPDATE CASE, ACCORDINGLY. BRANT BARD SHOULD BE THE FTS TO INSPECT. \*\*\* EMAIL OUT 11/12/2003 01:18:02 PM ABENLON ACTION TYPE: EXTERNAL EMAIL SEND TO: [MELISSA\_HELFFRICH@TOYOTA.COM] CUST CALLED TO UPDATE INFO WITH REP. CUST STD THAT REP HAS REQUESTED INSURENCE CLAIM INFO ERIE INSURENCE CLAIM # 210482674. ADJUSTER NAME LAUREN AT 888-822-3743X 6104; \*\*\* PHONE LOG 02/04/2004 09:59:04 AM RHOLLINGSWORTH REFER TO CASE#200311120125. CUST STS SHE WAS PARKING HER VEHICLE WHEN IT SUDDENLY ACCELERATED AND JUMPED THE CURB AND HIT A TREE. CUST BELIEVES THAT VEH MALFUNCTIONED AND REQUESTED LEXUS TO INSPECT THE VEHICLE. AREA PERFORMED PIR ON 12/4/03 AND FOUND NO DEFECTS IN WORKMANSHIP OR MATERIALS. CUST DISSAT WITH LEXUS RESPONSE AND REQUESTED LETTER OF POSITION. CUST BELIEVES THAT OTHER LEXUS VEHICLES HAVE OPERATED LIKE HERS AND WOULD BE IN CONTACT W/ NHTSA. \*\*\* CASE CLOSE 02/04/2004 10:01:40 AM RHOLLINGSWORTH REFER TO CASE#200311120125. CUST INVOLVED IN AN ACCIDENT WHEN VEHICLE JUMPED CURB AND HIT A TREE. CUST STS VEH ACCELERATED BY ITSELF AND REQUESTED INSPECTION OF THE VEHICLE. AREA PERFORMED PIR AND FOUND NO DEFECTS IN MATERIALS OR WORKMANSHIP. ADVISED CUST OF FINDINGS AND THAT NO FURTHER ASST WOULD BE PROVIDED. CUST DISAGREES W/ FINDINGS AND ADVISED SHE WOULD PURSUE W/ OTHER AGENCIES INCLUDING NHTSA. LETTER OF POSITION MAILED TO CUSTOMER.

**Additional Summary:**

**Toyota ID No:** 200312291519  
**NHTSA ODI No:**  
**Date of Incident:** 20021112  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** LAKEWORTH, FL

**NHTSA Summary:**

\*\*\* PHONE LOG 12/29/2003 04:39:29 PM JJAMESON CUST TOOK VEH TO DLR A COUPLE WKS AGO B/C WARNING LIGHT WAS ON. CUST STS DLR RPRD VEH. SAME DAY, VEH WAS TAKEN HOME, VEH WAS ABOUT TO BE STOPPED AND VEH LUNGED FORWARD 3X. CUST STS THEY DIDN'T DRIVE VEH MUCH BUT IT WAS OK AFTER THAT. CUST STS THAT TODAY THEY WERE PULLING INTO DISABLED PARKING AND VEH LUNGED FORWARD AND WENT OVER

**Safety Research & Strategies**

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*Toyota Sudden Unintended Acceleration: Appendix A*

CEMENT BARRIER AND HIT POLE. CUST STS \$1500 BODY ESTIMATE TO VEH. DLR ADV NOTHING WRONG W/ VEH, ADV IF IT HAPPENS AGAIN TO BRING BACK TO DLR. \*\*\* NOTES 12/29/2003 04:40:30 PM JJAMESON CUST IS VERY SHAKEN UP AND SCARED TO DRIVE VEH AND VERY WORRIED FOR SAFETY CUST STS THAT HE SPOKE TO BOB BALDWIN WHO ADV VEH IS OK AND NO RPR NEEDED. \*\*\* NOTES 12/29/2003 04:41:49 PM JJAMESON TO: MATT BEATTY, SM/CSM (561) 697-7800 FROM: JAREN RIRIE, LCS 310-468-2190 CUST IS VERY WORRIED B/C VEH IS LUNGING FORWARD W/ O WARNING. INCIDENT 12/29/2003 IS 2X IT HAPPENED & CAUSED \$1500 DAMAGE TO VEH. CUST WOULD LIKE VEH RPRD, CUST IS SCARED TO DRIVE VEH. PLS RWV AND F/U IF RPR IS AVAIL FOR VEH AND F/U W/ ME BY 12/30/2003. THANK YOU. \*\*\* EMAIL OUT 12/29/2003 04:49:58 PM DCHILES ACTION TYPE: EXTERNAL EMAIL SEND TO: [JESSICA\_JAMESON@TOYOTA.COM] CUST CALLED BACK & ADV HE WAS SPEAKING W/ JJAMESON & FORGOT TO PROVIDE HIS NAME, ADDRESS & PHONE NUMBER. CUST PROVIDED ALL INFO THAT IS IN THE CASE. THANKED CUST FOR CALLING & WILL RELAY INFO TO JJAMESON. \*\*\* SUBCASE 200312291519-1 CREATED 12/30/2003 03:19:24 PM JRIRIE \*\*\* PHONE LOG 01/05/2004 09:27:29 AM JRIRIE ACTION TYPE: OUTGOING CALL LFT VM FOR MATT BEATTY CSM SEEKING ASSIST FOR CUST. \*\*\* PHONE LOG 01/06/2004 12:41:33 PM JRIRIE ACTION TYPE: OUTGOING CALL LFT MSG AT DLR FOR GAIL MEYERSON SA TO C/B TO DISCUSS VEH CONCERNS. \*\*\* PHONE LOG 01/06/2004 12:47:30 PM JRIRIE ACTION TYPE: INCOMING CALL GAIL SA AT DLR LFT VM REQ TO C/B AT 561-656-5862. \*\*\* PHONE LOG 01/13/2004 01:50:49 PM JRIRIE ACTION TYPE: OUTGOING CALL LFT 2ND MSG AT DLR FOR GAIL MEYERSON SA TO

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 8023406  
**Date of Incident:** 20021112  
**Vehicle:** 2000 TOYOTA TUNDRA  
**Location of Incident:** BROOKFIELD, WI

**NHTSA Summary:**

CONSUMER HAS AN AFTERMARKET CRUISE CONTROL(CC) KIT MANUFACTURED BY AUDIVOX. CONSUMER WAS UNAWARE OF MODEL NAME/NUMBER OF KIT. WHILE DRIVING AT APPROXIMATELY 72MPH WITH CRUISE CONTROL ENGAGED, THE VEHICLE BEGAN TO ACCELERATE WITHOUT WARNING. CONSUMER TURNED CC OFF THEN BACK ON. PROBLEM OCCURRED 15 MINUTES LATER. CONSUMER ALSO ADVISED THAT ON 11/24/02 WAS DRIVING WITH CC DISENGAGED. REMOVED FOOT FROM ACCELERATOR PEDAL, BUT VEHICLE WOULD NOT DECELERATE. CONSUMER FOUND THAT THE AFTERMARKET SPEED CONTROL UNIT HAD CAUSED THE PROBLEM AND HAD TO BE DISCONNECTED. \*TT

**Additional Summary:**

**Toyota ID No:** 200212040438  
**NHTSA ODI No:**  
**Date of Incident:** 20021200  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY  
**Location of Incident:** WOODHAVEN, NY

**NHTSA Summary:**

\*\*\* PHONE LOG 12/04/2002 09:51:01 AM SDEVIA --FCRP--  
02 CAMRY XLE- STS THAT DRIVING ON 275 CHERRY STREET INSIDE THE PARKING LOT OF BUILDING. STS THAT STARTED DRIVING VERY SLOW 5-10 MPH, STS THAT NEXT THING IS THE VEH ACCELERATED ON ITS OWN. STS THAT VEH HIT A FENCE. STS THAT FRONT END HAS DAMAGED & POSSIBLY BOTTOM IS DAMAGED TORN FROM CEMENT DIVIDER. STS VEH

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*Toyota Sudden Unintended Acceleration: Appendix A*

RUN OVER CEMENT DIVIDER. STS THAT HAS BACK SPASMS. STS VEH PARKED & HAS NOT BEEN RPRD. CUST SKS TO GET AN EXPLANATION ON WHY VEH ACCELERATED ON OWN

\*\*\* NOTES 12/04/2002 09:51:02 AM SDEVIA

. LEGAL REQUESTS FIELD REPORT WITH MANY INTERIOR AND EXTERIOR PHOTOS

\*\*\* NOTES 12/05/02 05:33:58 AM NY5

CASE DISPATCHED TO HANNA DIVER

\*\*\* NOTES 12/05/02 06:24:10 AM NY4

CASE ASSIGNED TO FTS JEREMY NEIL

\*\*\* NOTES 12/11/2002 07:31:36 AM CLEE

CUS STS FRUSTRATED B/C NO CONTACT FROM REGION. NCR APOL ADV CASE DISPATCH TO FTS FOR INSPECTION CUS SHOULD RECEIVE CALL FROM FTS. CUS SKS TO SPK TO REGION. OUTGOING CALL. NCR PLACED CUS ON HOLD W/ CUS PERM AND SPK TO HANNA DIVER NY4. REG REP ADV WILL CONTACT CUS TODAY. NCR ADV CUS CAN BE REACHED AT DAY# PER CUS REQUEST.

\*\*\* NOTES 12/11/2002 01:45:47 PM CCONVIS

CUST STS THAT SHE IS ON FOOT AND NEEDS HER CAR AND IS UPSET THAT REGION HAS NOT CONTACTED HER FOR TWO WEEKS. NCR APOL AND ADV PLEASE ALLOW THE REST OF BUSINESS TODAY FOR REGION TO CALL AND CONTACT CAC IF THERE IS STILL NO FOLLOW UP. CUST UNDERSTOOD.

\*\*\* NOTES 12/11/2002 02:00:52 PM APOWE

CUST C/B, EXTREMELY FRUSTRATED WITH VEH COND AND NO RESPONSE FROM THE REGIONAL OFFICE. NCR APOLOGIZED, ADV CUST OF NOTES. NCR PROVIDED MAIN NUMBER FOR REGIONAL OFFICE. CUST PLANNING TO CALL.

\*\*\* NOTES 12/12/02 09:17:21 AM NY4

FTS J NEIL CONTACTED BOTH NUMBERS FOR THE CS ON 12/11/2002. CS OFFICE WAS CLOSED DUE TO WEATHER AND NO ANSWER AT ALT NUMBER. FTS J NEIL WILL AGAIN TRY TO REACH THE CS TODAY.

\*\*\* NOTES 12/16/02 01:48:19 PM NY4

FTS J NEIL CONTACTED CS AT BOTH WORK NUMBERS AND CS HAD LEFT FOR THE DAY.

THERE IS NOT A HOME NUMBER

**Additional Summary:**

**Toyota ID No:** 200212190274  
**NHTSA ODI No:**  
**Date of Incident:** 20021200  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** WAYSIDE, NJ

**NHTSA Summary:**

\*\*\* PHONE LOG 12/19/2002 09:16:18 AM DACADEMIA BRIAN CHADWICK, SM CLLD & ADV CUST IS AT DLR, SPEAKING TO GM ABOUT ACCIDENT SHE HAD 3 WKS AGO. SM STS IT IS UNINTENDED ACCELERATION & VEH IS CURR AT THE DLR BODYSHOP. CUST IS UPSET & IS DEMANDING SOMEONE INSPECT THE VEH & PROVIDE A REPORT. \*\*\* NOTES 12/19/2002 12:22:42 PM DACADEMIA TO: KYLE OR SARAH MAGNANI, CS ANALYST FROM DENISE ACADEMIA, LCS REP (310) 468-3271 CUST IS REQUESTING A FTS INSPECT VEH FOR UNINTENDED ACCELERATION & COMPLETE A REPORT ASAP. THE ACCIDENT HAPPENED ABOUT 3 WEEKS AGO. PLEASE WORK W/ FTS TO SETUP AN APPT & CONTACT THE DLR TO ADVISE WHEN IT WILL BE SET. CUST IS IN A HURRY. PLEASE KEEP ME POSTED ON UPDATE & PROVIDE STATUS MSG OR DLR CLOSE NOTES. THANK YOU. \*\*\* PHONE LOG 12/19/2002 02:02:50 PM DACADEMIA ACTION TYPE: OUTGOING CALL CLLD KYLE MACNAUGHTON, & HE IS THE NEW CS ANALYST. ADV THAT CASE IS BEING DISPATCHED TO HIM. \*\*\* SUBCASE 200212190274-1 CREATED 12/19/2002 02:08:39 PM DACADEMIA \*\*\* NOTES 12/19/02 02:14:17 PM SMAGNANI330 KYLE MACNAUGHTON - CS ANALYST - ADV REP THAT FTS WILL REVIEW CASE ON MONDAY AND WHEN AN APPOINTMENT IS SETTLED ON, THE CLARIFY CASE WILL BE UPDATED. \*\*\* NOTES 12/23/02 12:35:24 PM

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*Toyota Sudden Unintended Acceleration: Appendix A*

KMACNAUGHTON330 ALL SEAT BELTS WERE FOUND TO BE OPERATING PROPERLY. IMPACT DID NOT MEET SRS AIRBAG DEPLOYMENT CRITERIA. THE CUSTOMER'S ALLEGATION OF UNINTENDED ACCELERATION COULD NOT BE VERIFIED. \*\*\* PHONE LOG 12/31/2002 01:25:12 PM DACADEMIA ACTION TYPE: OUTGOING CALL CLLD DLR SVC DEPT & THERE WAS NO ANSWER. \*\*\* PHONE LOG 01/06/2003 01:52:38 PM DACADEMIA ACTION TYPE: OUTGOING CALL CLLD SM AT 732-493-2100 & LEFT A MSG REQ A C/B TO ADVISE IF THE CUST HAS BEEN ADV OF THE VEH INSPECTION RESULTS. \*\*\* PHONE LOG 01/08/2003 09:44:03 AM DACADEMIA ACTION TYPE: OUTGOING CALL CLLD SM & HE ADV THAT CUST WANTS LTR IN WRITING ADV OF THE INSPECTION RESULTS. SM ADV THAT THEY HAVE TOLD THE CUST VEH IS OPERATING AS DESIGNED. I CONFIRMED CUST ADDRESS W/ SM & WILL SEND A LTR TO CUST. \*\*\* PHON

**Additional Summary:**

**Toyota ID No:** 200212230950  
**NHTSA ODI No:**  
**Date of Incident:** 20021200  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** NEWARK, CA

**NHTSA Summary:**

\*\*\* PHONE LOG 12/23/02 02:19:44 PM JRIRIE CUST HAS SMOKE COMING OUT OF EXHAUST DURING THE DAY. SEAT BELT IS MAKING NOISE LIKE A CLICKING SOUND. WANTS EXHAUST & SEAT BELT CHECKED. NOT ONLY THAT, BUT THE CUST HAS CONCERN W/ VEH LUNGING FORWARD WHEN AT A COMPLETE STOP. DLR ADVISED HIM THAT THIS IS NORMAL. CUST WANTS BETTER EXPLANATION FOR REASONING, & WHAT WILL BE DONE TO FIX IT. \*\*\* NOTES 12/23/02 02:22:37 PM JRIRIE TO: SHARMAIN DOMINIC CSM FROM: JAREN RIRIE LCS 310-468-2190 PLEASE CONTACT CUST TO SET UP APPOINT FOR REPAIRS. CUST HAD BAD EXPERIENCE AT MAGNUSSEN'S LEXUS OF FREMONT, & WANTS TO RETURN TO DLR WHERE VEH WAS PURCH B/C SERVICE WAS SUPERB. CONTACT ME W/ ANY QUESTIONS. THANK YOU. \*\*\* SUBCASE 200212230950-1 CREATED 12/23/02 02:23:26 PM JRIRIE \*\*\* CREATE NO RESPONSE NOTE 12/27/02 06:02:14 AM BY JRIRIE THIS IS NO RESPONSE MESSAGE #1. PLEASE CALL YOUR CUSTOMER IMMEDIATELY. \*\*\* CREATE NO RESPONSE NOTE 01/02/03 05:45:27 AM BY JRIRIE THIS IS NO RESPONSE MESSAGE #2. PLEASE CALL YOUR CUSTOMER IMMEDIATELY. \*\*\* PHONE LOG 01/02/03 01:24:30 PM JRIRIE ACTION TYPE: INCOMING CALL CUST CLLD TO FIND OUT STATUS OF CONCERN W/ VEH LUNGING FORWARD. CUST STS THAT VEH WAS TAKEN TO DLR, BUT NO FIX WAS MADE. ADV CUST THAT I WAS STILL WAITING FOR RESP FROM DLR. \*\*\* EMAIL OUT 01/03/03 02:01:45 PM TSURJANI ACTION TYPE: EXTERNAL EMAIL SEND TO: [JAREN\_RIRIE@TOYOTA.COM] CC LIST: [NOBODY] CUST CLLD & ASK TO SPEAK TO JRIRIE. APOL TO CUST & ADV REP NOT AVAIL. OFFER TO ASST. CUST STS RECENTLY HAS SVCS DONE AT LEXUS OF STEVENS CREEK & STS OIL WAS EMPTY. CUST STS DLR CAME TO OFFICE & REFILL OIL & CUST WAS GIVEN LOANER VEH. AN ES300. CUST STS DOESN'T EXPERIENCE SAME ISSUE W/ LOANER VEH. CUST STS LOANER VEH DOESN'T LUNG FORWARD WHEN BRAKING. CUST STS THIS CONCERN HAS CUST EXPERIENCED FOR 8 MO. CUST STS VERY FRUSTRATED. BEEN WAITING. CUST IS CONCERN IF IT IS ONLY W/ HIS VEH. CUST STS WANTS ISSUE TO BE FIXED OR REPL HIS VEH. CUST STS SPOKE W/ JERRY LUCAS & WAS TOLD LEXUS IS WO

**Additional Summary:**

**Toyota ID No:** 200212180368  
**NHTSA ODI No:**  
**Date of Incident:** 20021200  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** FAYETTEVILLE, NC

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*Toyota Sudden Unintended Acceleration: Appendix A*

**NHTSA Summary:**

\*\*\* PHONE LOG 12/18/2002 10:02:57 AM JJOHNSON SHERRY, DLR, CALLED IN TO DOCUMENT CONCERN OF CUST. DLR ADVD THE CUST STD HAD UNINTENDED ACCELERATION WHICH CAUSED VEH TO RUN INTO CURB RESULTING IN FRONT END DAMAGE. DLR STD THAT NO VIN# IS AVAIL AND ADVD IS ONLY REPORTING INFO TO BE DOCUMENTED PER PROCEDURE. DLR THAT CUST MAY WANT VEH BOUGHT BACK AND WOULD CONTACT AREA IF NEED BE. \*\*\* CASE CLOSE 12/18/2002 10:03:14 AM JJOHNSON I ADVD WOULD DOC CASE AS REQUESTED. DLR DECLINED FURTHER ASSISTANCE AND ADVD THEY WOULD CONTACT AREA IF NEED TO FOR CUST'S POSSIBLE BUY BACK RQST.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10000125  
**Date of Incident:** 20021201  
**Vehicle:** 2001 TOYOTA AVALON  
**Location of Incident:** GOLETA, CA

**NHTSA Summary:**  
ACCELERATOR PEDAL SOMETIMES REQUIRES EXTRA FORCE TO MOVE CAUSING LURCHING OF VEHICLE. 40K MILES. TOYOTA AVALON XL.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 8023991  
**Date of Incident:** 20021208  
**Vehicle:** 2002 TOYOTA HIGHLANDER  
**Location of Incident:** FRESNO, CA

**NHTSA Summary:**  
CONSUMER TRIED TO DISENGAGE THE VEHICLE CRUISE CONTROL, AND WAS UNSUCCESSFUL. VEHICLE CONTINUED TO ACCELERATE AT A HIGH SPEED WHEN CONSUMER ATTEMPTED TO APPLY THE BRAKES. CONSUMER HAD TO TURN THE KEYS IN THE ACCESSORY POSITION, AND ALLOWED THE VEHICLE TO COAST TO A COMPLETE STOP. THE DEALERSHIP HAD BEEN NOTIFIED. PLEASE PROVIDE MORE DETAILS. PH THE DEALERSHIP STATED THE VEHICLE WAS FINE AND THERE HAVE BEEN NO PROBLEMS SINCE.\*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10002266  
**Date of Incident:** 20021210  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** POMPANO BEACH, FL

**NHTSA Summary:**  
THE VEHICLE WAS DRIVEN AT A SPEED OF 3 MPH WHEN IT SUDDENLY ACCELERATED. THE CONSUMER ALSO COMPLAINED ABOUT THE PEDAL. THE DEALER WAS CONTACTED AND FOUND NOTHING WRONG. TS SCC

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10001799  
**Date of Incident:** 20021224  
**Vehicle:** 2003 TOYOTA COROLLA

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*Toyota Sudden Unintended Acceleration: Appendix A*

**Additional Summary:**

**Toyota ID No:** 200304291498; 200309260694  
**NHTSA ODI No:**  
**Date of Incident:** 20030000  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY  
**Location of Incident:** QUEENS VILLAGE, NY

**NHTSA Summary:**

\*\*\* PHONE LOG 04/29/2003 05:20:57 PM TOHIRA  
02 CAMRY - CUST STS SOMETIMES VEH ACCELERATES BY ITSELF AND SOMETIMES VEH BRAKE PEDAL SINKS TO THE FLOOR. CUST STS ALSO ENG IDLES ROUGH. CUST STS TOOK VEH TO DLR WHO STS COULD NOT FIND ANYTHING WRONG AND ALSO CHARGED CUST FOR DIAGNOSIS. CUST STS SPOKE TO SERVICE ADVISOR AND CRM NOT INVOLVED. CUST STS ALL CONCERNS ARE INTERMITTENT.

\*\*\* NOTES 05/01/2003 01:43:05 PM QHOLMES  
CUST C/B STS RCVD F/U FROM CRM WHO ADV CUST CAN NOT START RPR VEH UNTIL CONC DUPLICATED. CUST STS WILL TAKE VEH BACK TO DLR FIVETOWN TOY. NCR APOL & ADV CUST CONC DOC AT HQ.

\*\*\* CASE CLOSE 05/02/03 02:29:38 PM DLR31159  
CUSTOMER ADVISED CRM THAT HE IS GOING BACK TO 5 TOWNS TOYOTA WHERE THE VEHICLE WAS BOUGHT FROM AND HAVE THEM INSPECT THE VEHICLE;

\*\*\* PHONE LOG 09/26/2003 12:27:02 PM EIDA  
===ARB=== PREV CASE 200304291498

CUST STS SOMETIMES VEH ACCELERATES BY ITSELF AND SOMETIMES VEH BRAKE PEDAL SINKS TO THE FLOOR. CUST STS ALSO ENG IDLES ROUGH. CUST STS THAT THERE IS A NOISE COMING FROM THE POWER STEERING. CUST STS TOOK VEH TO BOTH DLR'S WHO STS COULD NOT FIND ANYTHING WRONG AND ALSO CHARGED CUST FOR DIAGNOSIS.

\*\*\* NOTES 09/29/2003 09:27:57 AM VSAJUELS  
AS REQUESTED, ARB.PPWK SENT TO THIS CUST. VIA 1ST CLASS MAIL DATED 9/29/03. ALLOW 7-10 BUS.DAYS FOR ARRIVAL OF PPWK.

\*\*\* CASE CLOSE 09/29/03 02:25:22 PM NY5  
CASE DISPATCHED TO JPISTILLI  
\*\*\* NOTES 10/20/2003 01:37:57 PM AMOORE  
CUST C/B TO ADV PLANS TO SEND LTR AND COPIES OR VEH WORK ORDERS FOR VEH TO NCDS. NCR ADV OKAY WILL DOC TO FILE.

**Additional Summary:**

**Toyota ID No:** 200310091021  
**NHTSA ODI No:**  
**Date of Incident:** 20030000  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY  
**Location of Incident:** CHICAGO, IL

**NHTSA Summary:**

\*\*\* PHONE LOG 10/09/2003 03:47:11 PM TOHIRA  
03 CAMRY - CUST STS WINDOWS WERE SQUEAKING WHEN IT RAINED. CUST STS THE WATER WOULD STAY IN THE DOOR FOR FEW DAYS AFTER THE RAIN. CUST STS DLR WORKED ON WINDOW 2X BUT CONCERNS CONTINUE. CUST STS SPOKE TO MARK AND CRM NOT INVOLVED.

\*\*\* NOTES 10/09/2003 03:47:12 PM TOHIRA

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*Toyota Sudden Unintended Acceleration: Appendix A*

**Location of Incident:** HELENDALE, CA

**NHTSA Summary:**

CONSUMER STATED THAT WHEN TRYING TO ACCELERATE THE PEDAL WILL STICK IN THE IDLE POSITION CAUSING A DISTRACTION TO THE CONSUMER. DEALER NOTIFIED. TS

**Additional Summary:**

**Toyota ID No:** 200301221025  
**NHTSA ODI No:**  
**Date of Incident:** 20030000  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY  
**Location of Incident:** PORTLAND, OR

**NHTSA Summary:**

\*\*\* PHONE LOG 01/22/2003 01:31:12 PM SDEVIA  
02 CAMRY - STS THAT HAVING CONCERNS W/ CATALYTIC COVERTER. STS THAT CATALYTIC CONVERTER RELEASES A ROTTEN ODOR THAT GOES INSIDE THE VEH. STS THAT TOOK TO DLR, STS THAT SPK W/ DAVID BAHNER SVC ADV WHO ADV THAT NOTHING THAT COULD BE DONE ON THIS CONCERN. STS THAT SVC ADV EXPL THAT IT WAS THE FUEL ON VEH THAT WAS CAUSING ODOR TO COME TO THE INSIDE THE VEH. STS THAT VEH SURGES FWD WHILE AT STOP. STS DLR LOOKING INTO SURGE CNCRN SKS TO HAVE VEH PERM RPRD FOR ODOR & SURGE.

\*\*\* DEALER NOTES: 01/30/03 16:35:57  
CUST HAS APPT FOR 1/31/03 2PM TO ROAD TEST WITH TECHNICIAN. DSPM ADVISING NO FIX AVAIL ON "ODOR CONCERNS". WILL CHECK FOR ANY OTHER CAUSES AND CK SURGING PROBLEM.

\*\*\* CASE CLOSE 02/04/03 04:32:51 PM DLR36045  
COULD NOT DUPL ON ROAD TEST W/CUSTOMER. AGREED W/CUST INTERMITTENT PROBLEM. CUST AGREES TO MONITOR AND NOTIFY WHEN RECURS. ODOR NORMAL CONDITIL CONDITION DUE TO SULFUR IN FUEL. NO FIX AVAIL PER DSPM CUST ADV

**Additional Summary:**

**Toyota ID No:** 200302050164  
**NHTSA ODI No:**  
**Date of Incident:** 20030000  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY  
**Location of Incident:** NAPLES, FL

**NHTSA Summary:**

\*\*\* PHONE LOG 02/05/2003 08:18:25 AM RWRRIGHT  
02 CAMRY 2K MISTS WHEN STEPPING ON BREAK THE RPM'S RACE UP TO APPROX 4K RPM WAS DRIVING DOWN RD@45 MPH HEARD SLIGHT RUMBLE AS HE STEPPED ON BRAKE VEH RUMBLE WHEN BRAKE APPLIED@INTERSECTION THEN THE RPM'S RACED UP 2ND TIME BRAKE APPLIED PUTTING HIM INTO INTERSECTION CROSS WALK THIS TIME DURING A RED LIGHT TK TO DLR NTF TODAY IN PARKING LIGHT SAME THING HAPPENED AGAIN COULD NOT DUPLIC COND ON HIS OWN.CNCRND FOR SAFETY B/C ONLY VEH COUPLE HAS.WIFE IS AFRAID TO DRIVE VEH.

\*\*\* CASE CLOSE 02/10/03 22:41:06 RULEMGR  
VEH IN 2/5/03 CAN NOT VERIFY PROBLEM, TEST DROVE EVERYTHING RUNNING NORMAL. CHECK FOR HISTORY AND PRESENT CODE-NO CODE. SYSTEM OPERATING NORMALLY. I SPOKE TO CUST TWICE AS DID SER MGR, PAUL GOLDSTEIN CUST STILL NOT SATISFIED. BRADD KONERT, DIR OF FIXED OPS CALLED CUST 9:30AM 2/8/03 TO ADV HE BELIEVES CUST IS STEPPING ON GAS & BRAKE AT SAME TIME. CUST ADMITS POSSIBILITY. IF IT HAPPENS AGAIN BRADD WILL DRIVE CUST CAR FOR A FEW DAYS AND PROVIDE LOANER. CUST AGREEABLE TO THIS.

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*Toyota Sudden Unintended Acceleration: Appendix A*

CUST STS WHEN BRAKING, VEH SOMETIMES LUNGES FORWARD. CUST STS GOT INTO AN ACCIDENT B/C OF THIS WHICH COST \$650 TO REPAIR.

\*\*\* CASE CLOSE 10/22/03 03:55:38 PM DLR12093  
MELVIN FIELD TECH INSP. & TESTDROVE MS PHILLIPS CAR. COULDN'T NOT DUPLICATE CONDITION. CAR DRIVES & BRAKES NORMAL. CAR BRAKES AS DESIGNED

**Additional Summary:**

**Toyota ID No:** 200305220767  
**NHTSA ODI No:**  
**Date of Incident:** 20030000  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY SOLARA  
**Location of Incident:** GLEN COVE, NY

**NHTSA Summary:**

\*\*\* PHONE LOG 05/22/2003 12:56:28 PM NRIVEIRA  
PA.  
02 SOLARA W/7K MI. CUST STS HAS TAKEN VEH TO DLR 6X FOR SAME CONDERN. CUST STS VEH HAS A CONCERN W/ THE ACCELERATION & THAT WHEN CUST PUTS HIS FOOT ON THE BRAKES, THE VEH SURGES FORWARD. CUST STS VEH HAS BEEN DOING THIS FOR THE PAST COUPLE OF MONTHS. CUST STS TOOK VEH TO DLR JIMMY/SERV MGR DIDN'T EVEN LOOK @ THE VEH & STS DLR COULDN'T DUPLICATE THE CONCERN WHEN DOING THE RIDE-ALONG.

\*\*\* NOTES 05/22/2003 12:58:29 PM NRIVEIRA  
>>> NOTES CONT: CUST STS THEN TOOK VEH TO AN INDEP MECH WHO TOLD CUST THAT THERE IS SOMETHING WRONG W/ THE VEH COMPUTER WHICH IS CAUSING VEH TO ACCELERATE WHEN IT SHOULD BE BRAKING. CUST STS VEH HAS BEEN SITTING @ THE DLR & NOTHING HAS BEEN DONE TO IT. CUST STS HE CANNOT GET HIS VEH UNTIL JIMMY/SERV MGR IS BACK IN THE OFFICE & THAT NO RENTAL OFFERED. CUST STS IS NOT SATISFIED W/ THE FACT THAT HE PD SO MUCH MONEY FOR A VEH THAT IS DANGEROUS.

\*\*\* DEALER NOTES: 05/23/03 05:16:01  
HAS NEVER BEEN ABLE TO DUPLICATE. MR SITA HAS BEEN A LONG TIME CUST OF DEALER. DEALER IS JUST AS FRUSTRATED AND WILL DO ANY THING WE POSSIBLY CAN TO HELP RESOLVE ISSUES WITH VEHICLE

\*\*\* NOTES 05/23/03 05:26:58 AM NY5  
CASE DISPATCHED TO DSPM J. PISTILLI AND CC FTS J NEIL

\*\*\* CASE CLOSE 05/23/03 07:34:30 AM NY5  
DSPM SPOKE WITH CUST, INFORMED CUST CONDITION IS NORMAL, CUST VERY CONCERNED. DSPM TO SET UP APPT WITH FTS TO INSPECT VEH

**Additional Summary:**

**Toyota ID No:** 200301071160  
**NHTSA ODI No:**  
**Date of Incident:** 20030000  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** GARDEN CITY, NY

**NHTSA Summary:**

\*\*\* PHONE LOG 01/07/2003 03:11:07 PM ESTAPLES  
===LEMON LAW ===RECEIVED VIA CERTIFIED MAIL 1/2 AT HAMILTON OFFICE. TMS HQ RCVD CONSUMER'S LTR 1/7. CST STS CNCRN (ED) WITH BRAKES - SQUEAKS - SUSPENSION - NOISE/VIBRATION, DRIVEABILITY - VEH ACCELERATES ON ITS OWN AT HIGH SPEED. MULT REPAIR ATTEMPTS - ISSUES STILL EXIST. CONTACT CUST'S ATTORNEY.

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*Toyota Sudden Unintended Acceleration: Appendix A*

MORGANSTERN & QUATELA  
310 OLD COUNTRY ROAD, SU 101  
GARDEN CITY, NY 11530  
(516) 739-8300, FAX (516) 739-8390  
ALLEN R MORGANSTERN ATTORNEY  
\*\*\* NOTES 01/08/03 07:28:54 AM NY5  
CASE DISPATCHED TO DSPMS D TOWNSEND AND J PISTILLI AND CC H DIVER AND J NEIL

\*\*\* CASE CLOSE 01/24/03 04:17:35 AM NY5  
DSPM SPK AND TEST DROVE VEH WITH CUST. ADV THAT VEH IS OPERATING TO SPEC. ALL SENSORS AND SYSTEMS OPERATING PROPERLY. CUST IS OK WITH DIAG  
**Additional Summary:**

**Toyota ID No:** 200304011294  
**NHTSA ODI No:**  
**Date of Incident:** 20030000  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** HENDERSON, NV  
**NHTSA Summary:**

\*\*\* PHONE LOG 04/01/2003 05:00:15 PM TOHIRA  
CUST STS WHEN STOPS VEH, IT REVS REALLY FAST AND HIGH AND VEH MAKES CLICKING NOISE. CUST STS WHEN EASE OFF BRAKES, EVERYTHING STOPS. CUST STS HAS NOT BEEN TO DLR YET.

\*\*\* CASE CLOSE 04/02/03 05:31:49 PM DLR27020  
LEFT MESSAGE FOR CUSTOMER TO CALL AND MAKE AN APPOINTMENT AND WE WILL BE GLAT TO ADDRESS HIS CONCERNS. CUSTOMER HAS NEVER BEEN TO THIS DEALERSHIP.  
**Additional Summary:**

**Toyota ID No:** 200305130606  
**NHTSA ODI No:**  
**Date of Incident:** 20030000  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** LAFAYETTE, IN  
**NHTSA Summary:**

\*\*\* PHONE LOG 05/13/2003 10:52:42 AM KMENDOZA  
SVC SURVEY -STS THE SVC DEPT TREATED THEM VERY WELL BUT THE CNCRN THEY BROUGHT THE VEH IN FOR WAS NOT RESOLVED. STS THE VEH LUNGES FORWARD WHEN FOOT IS ON THE BRAKE. STS COND IS INTERMITTENT AND THE DLR HAS NOT BEEN ABLE TO DUP. CUST CONCND AS FLS THAT THE COND COULD CAUSE HER TO HIT A PEDESTRIAN OR VEH WHILE IN FRONT OF THEM. STS THE DLR HAS ASKED CUST TO LEAVE VEH FOR A FEW DAYS BUT CUST SKS LOANER WHILE LEAVES IT. DLR ADV UNAVAIL FOR DIAG ATTEMPTS.

\*\*\* NOTES 05/22/2003 01:56:28 PM LESPINOZA  
CUST C/B STS HAS NOT BEEN CONTACTED BY THE DLR. NCR ADV CUST WILL ISSUE A NO RESPONSE AND ADV DLR TO CONTACT ASAP. \*\*\* CREATE NO RESPONSE NOTE 05/22/2003 01:56:41 PM BY LESPINOZA  
THIS IS NO RESPONSE MESSAGE #1. PLEASE CALL YOUR CUSTOMER IMMEDIATELY.

\*\*\* CASE CLOSE 05/23/03 09:02:48 AM DLR13027  
SM CALLED TECH LINE AND TALKED TO FTS AND DSM THERE IS NO RECORD OF ANY SAME CONDITION SM CALLED CUST AND DISSUED POSS SOLUTION TO DUPLICATING CONDITION CUST AGREED TO POSS BRINGING IN WHEN CONDITION IS OCCURRING SM

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*Toyota Sudden Unintended Acceleration: Appendix A*

EXPLAINED WITH OUT CONDITION EVIDENT AND WITH PASSED INSPECTION OF SYSTEM BEING OK NO REPAIRS CAN BE PERFORMED. ADVISED CUST WOULD IN THE MEAN TIME SEEK MORE INFO AND ADVISE IF ANY THING COMES UP  
\*\*\* NOTES 03/11/2004 07:38:40 AM MSOLORIO  
CUST C/B SHE FEELS THE CURRENT ISSUE WITH THE ENGINE SURGE APPLIES TO HER VEH AND CUST WOULD LIKE TO KNOW WHAT INFO TOY HAS AT THE MOMENT. NCR ADV CUST WOULD LIKE TO KNOW THE NUMBER TO THE NHTSA 1-800-424-9393.  
**Additional Summary:**

**Toyota ID No:** 200301101020  
**NHTSA ODI No:**  
**Date of Incident:** 20030000  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** MARIETTA, GA  
**NHTSA Summary:**

\*\*\* PHONE LOG 01/10/03 02:24:36 PM DMURPHY PREVIOUS CASE 200212120266. CUST IS CONCERNED WITH THE TRANSMISSION ON HIS VEH STATING THAT "THE TRANSMISSION HAS BEEN UNPREDICTABLE WITH A STUTTERING EFFECT TO ACCELERATION". \*\*\* PHONE LOG 01/10/03 02:51:02 PM DMURPHY ACTION TYPE: INCOMING CALL CALLED THE CUST AND HE ADVISED THAT HE IS NOT SURE WHAT IT IS THAT HE WOULD LIKE TO TRY AND DO AT THIS POINT BUT HE IS AWARE THAT THERE IS AN UPDATE EXPECTED IN MID 2003 TO REMEDY THE CONCERNS THAT HE HAS DESCRIBED AND HE WILL DEFINATELY TALK TO HIS WIFE ABOUT GETTING THAT INSTALLED AS AN OPTION ANOTHER OPTION THAT HE HAS CONSIDERED IS THE POSSIBILITY OF A 2003 ES 300 OR LS 430 OR BOTH. THE CUST IS GOING TO THINK ABOUT WHAT IT IS THAT HE WOULD LIKE TO DO AND GET BACK TO ME IN REGARD TO HIS DECISION. I ADVISED THE CUST THAT I WILL CALL ON 1/16/03 IF I DO NOT HEAR FROM HIM FIRST. \*\*\* SUBCASE 200301101020-1 CREATED 01/10/03 02:51:45 PM DMURPHY \*\*\* PHONE LOG 01/13/03 10:36:03 AM DMURPHY ACTION TYPE: OUTGOING CALL RETURNED A CALL TO THE CUST AND LEFT A MESSAGE THAT I WOULD TRY AND CALL HIM AGAIN IN THE AFTERNOON 1/13/02. \*\*\* PHONE LOG 01/13/03 02:27:52 PM DMURPHY ACTION TYPE: INCOMING CALL RECEIVED A CALL FROM THE CUST WHO STATED THAT HIS WIFE FEELS INSECURE IN HER VEH AND THAT WHEN THE VEH IS AT A STOP SIGN OR LIGHT IT SEEMS THAT THE VEH LURCHES FOWARD. THE CUST STATES THAT HE WOULD LIKE TO GET INTO A 2003 ES IF POSSIBLE AND NOT WAIT FOR THE UPDATE TO COME IN MID 2003 BECAUSE HE WAS TOLD THE UPDATE WOULD BE AVAILABLE IN LATE 2002 AND IT DID NOT COME. I ADVISED THAT I WOULD LOOK INTO THE REQUEST THAT MR. COMSUDES HAS MADE AND CALL HIM BACK BY 1/17/03. THE CUST ADVISED THAT HE WILL ALSO BE IN THE MARKET FOR AN LS 430 IN THE NEAR FUTURE AFTER HE HAS TAKEN CARE OF THE CONCERN THAT HE HAS CURRENTLY. \*\*\* PHONE LOG 01/13/03 04:11:46 PM DMURPHY ACTION TYPE: INCOMING CALL RECEIVED A CALL FROM THE CUST WHO ADVISED THAT HE SPOKE TO THE DLR AND THAT THE 2003 VEHs ARE EXHIBITING  
**Additional Summary:**

**Toyota ID No:** 200303050801  
**NHTSA ODI No:**  
**Date of Incident:** 20030000  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** WHITINSVILLE, MA  
**NHTSA Summary:**  
\*\*\* PHONE LOG 03/05/2003 12:29:45 PM AUZEMACK  
==== FCPR====

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CUST STS WAS INVOLVED IN AN ACCIDENT THAT CUST FLS WAS CAUSED BY VEH. CUST STS WAS PULLING INTO A DRIVEWAY AND VEH BEGAN ACCELERATING ON ITS OWN AND CUST THEN HIT A STONE WALL. CUST STS AIRBAGS DID DEPLOY.  
LEGAL REQUESTS FCPR WITH MANY INTERIOR AND EXTERIOR PHOTOS.

\*\*\* NOTES 03/06/03 07:29:48 AM BOS2  
RCR L/M FOR FTS, AD TO RETURN CLL WITH INSPECTION TIME.  
\*\*\* NOTES 03/06/03 10:13:14 AM BOS2  
RCR RECD CLL FROM FTS WHO WAS ON HIS WAY TO BERNARDI. HE WILL INSPECT THE VEH TODAY.

\*\*\* NOTES 03/06/03 10:13:27 AM BOS2  
RCR WILL CONTACT CUST.  
\*\*\* NOTES 03/06/03 10:31:51 AM BOS2

RCR CONTACTED CUS WIFE AND EXPLAINED THAT ONE OF OUR TECHNICAL EXPERTS WAS GOING OUT TO BERNARDI TODAY TO INVESTIGATE. EXPLAINED THAT HE WILL TAKE PICTURES AND WRITE UP A REPORT AS TO WHAT OCCURRED WITH THIS VEH AND THE ACCIDENT. RCR WILL THEN HAVE 30 DAYS TO RESPOND IN WRITING. CUS WIFE DID ASK IF THE CAR WAS DETERMINED TO BE TOTALLED WHAT WOULD HAPPEN NEXT. RCR STATED THAT FROM A MANUFACTURER'S STANDPOINT WE WOULD NOT KNOW UNTIL THE REPORT COMES IN AND A.....  
\*\*\* NOTES 03/06/03 10:33:54 AM BOS2

.....DETERMINATION IS MADE. RCR DID SAY THAT THE CUST WAS FREE TO DO WITH THE CAR WHAT SHE PLEASED. SHE DID WANT TO MAKE A NOTE THAT WHEN SHE PURCHASED THE VEH AT BERNARDI THEY WERE VERY PROFESSIONAL BUT AFTER ACCIDENT VERY INCONSIDERATE WHEN IT CAME TO THEIR DEALINGS W/CUST, THEY IMMEDIATELY REFERRED TO NATIONAL CUSTOMER RELATIONS.

\*\*\* CASE CLOSE 03/20/03 06:04:58 AM BOS2  
RCR RECD REPORT FROM FTS, AD. WILL CONTACT CUST VIA LETTER STATING THE OUTCOME OF THE CASE-NO MANUFACTURING DEFECT CAUSED THE ACCIDENT.  
**Additional Summary:**

**Toyota ID No:** 200312170492  
**NHTSA ODI No:**  
**Date of Incident:** 20030000  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** MIEOLA, NY  
**NHTSA Summary:**

\*\*\* PHONE LOG 12/17/2003 10:17:51 AM KWOODS  
LTR: CUST STS WOULD LIKE TO MAKE SUGGESTIONS FOR PRODUCT FLS STEERING SHOULD HAVE BEEN TELESCOPIC OR FURTHER INTO CABIN. FRONT SEAT SHORT DOES NOT PROVIDE ADEQUATE SUPPORT FLS ARM REST SHOULD SLID FORWARD TO BE CLOSER TO STEERING WHEEL, FLS EACH DOOR SHOULD HAVE A LIGHT SO ON COMING DRIVERS CAN SEAT DOOR IS OPEN CUST ALSO STS JERK WHEN SHIFT FROM PARK TO DRIVE AND ENGINE SURGE WHEN STOPPED AT LIGHT OR STOP SIGN. STS WILL BE GOING TO DLR SKS TO KNOW IF TOYOTA WILL >>>  
\*\*\* NOTES 12/17/2003 10:18:27 AM KWOODS  
<<<-PROVIDE LOANER IF VEH KEPT FOR EXTENDED PERIOD OF TIME.

\*\*\* CASE CLOSE 12/17/2003 10:22:51 AM KWOODS  
NCR C/B CUST L/M ADVSING LTR RECEIVED ADV CUST MAY C/B CAC NEXT REP: IF CUST C/B PLEASE ADV SUGGESTIONS HAVE BEEN DOC'D, PROBED IF DLR HAS YET TO ADDRESS VEH CONCERNS ADV IF WARR RPR 8+ HRS WARR PROVIDES TRANSPORT ASSISTANCE IF DLR HASN'T RPRD VEH MAY PROBE DLR NAME AND OPEN IF NECESSARY

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**Additional Summary:**

**Toyota ID No:** 200306131246  
**NHTSA ODI No:**  
**Date of Incident:** 20030000  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** MIAMI, FL  
**NHTSA Summary:**

\*\*\* PHONE LOG 06/13/2003 06:03:01 PM JJOHNSON DISPATCH 6/10/03 RCV'D. CUST STD SEEMS LIKE ACCELERATOR PEDAL STICKS. CUST STD HAS TO PUSH DOWN HARD TO GET VEH TO GO. CUST STD WHEN STOPPED AT RED LIGHT, VEH MOVES BY ITSELF AS IF STRUCK FROM BEHIND. CUST STD WHEN MERGING INTO TRAFFIC, VEH DOES NOT SEEM TO HAVE ENOUGH POWER TO PICK UP SPEED. CUST STD SVC REP STD OTHER PEOPLE HAVE COMPLAINED, NOTHING CAN BE DONE, & MORE EXPENSIVE MODELS HAVE SAME CONCERN. CUST STD WAS SHOCKED RE INFO. CUST STD IS SAFETY CONCERN. \*\*\* COMMIT 06/13/2003 06:03:26 PM JJOHNSON ACTION TYPE: CUSTOMER \*\*\* NOTES 06/16/2003 05:54:33 PM JJOHNSON TO: PATTY RODRIGUEZ, CSM FROM: JOSEPH JOHNSON, LCS TEL# 310-468-2593 HI PATTY, CAN YOU PLEASE ADV IF CUST'S VEH IS OPERATING AS DESIGNED OR IF ADDTL INSPECTIONS ARE REQUIRED TO DIAGNOSE CUST'S CONCERNS REGARDING "STICKING" GAS PEDAL, VEH MOVES FORWARD AUTOMATICALLY, AND HESITATION WHEN CHANGING LANES. IF FURTHER INSPECTION IS NEEDED, PLEASE PROVIDE DLR NOTES (NOT CLOSE NOTES) ADVISING DATE OF INSPECTION. THANKS, JOSEPH \*\*\* SUBCASE 200306131246-1 CREATED 06/16/2003 05:55:03 PM JJOHNSON \*\*\* CREATE NO RESPONSE NOTE 06/18/2003 05:58:21 PM BY JJOHNSON THIS IS NO RESPONSE MESSAGE #1. PLEASE CALL YOUR CUSTOMER IMMEDIATELY. \*\*\* CREATE NO RESPONSE NOTE 06/29/2003 03:19:54 PM BY JJOHNSON THIS IS NO RESPONSE MESSAGE #2. PLEASE CALL YOUR CUSTOMER IMMEDIATELY. \*\*\* PHONE LOG 07/10/2003 10:10:30 AM JJOHNSON ACTION TYPE: OUTGOING CALL CALLED CUST, NOT AVAIL. LEFT MSG TO CALL ME BACK TO POSSIBLY DISCUSS LEXUS' POSITION REGARDING VEH HESITATION. IF CUST CALLS, PLEASE ASK IF SHE WOULD LIKE FOR LEXUS TO SEND HER DOCUMENTATION REGARDING OUR LEXUS ENGINEERS WORKING TOWARD VEH RESPONSE IMPROVEMENTS. IF CUST AGREES, PLEASE CONFIRM ADDRESS AND ADVISE I WOULD BE HAPPY TO SEND DOCUMENTATION. THANKS. \*\*\* EMAIL OUT 07/10/2003 03:09:06 PM MSPANNI ACTION TYPE: EXTERNAL EMAIL SEND TO: [JOSEPH\_JOHNSON@TOYOTA.COM] CC LIST: [NOBODY] CUST RETURNED CALL FOR JOHNSON. ADV CU  
**Additional Summary:**

**Toyota ID No:** 200304030232  
**NHTSA ODI No:**  
**Date of Incident:** 20030000  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** MIAMI, FL  
**NHTSA Summary:**

\*\*\* PHONE LOG 04/03/03 08:28:45 AM JRIRIE CUST HAS CONCERNS W/HIS VEH LUNGING FORWARD WHEN HE IS STOPPED. CUST ALSO UNHAPPY ABOUT HIS WINDSHIELD THAT IT IS DISTORTED. CUST WANTED TO KNOW WHO TO CONTACT & WHERE. \*\*\* CASE CLOSE 04/03/03 08:28:47 AM JRIRIE  
**Additional Summary:**

**Toyota ID No:** 200311030522  
**NHTSA ODI No:**  
**Date of Incident:** 20030000

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**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** BAYSIDE, NY  
**NHTSA Summary:**  
 \*\*\* PHONE LOG 11/03/2003 09:27:27 AM JSTEVENS CUST STS THAT HE HAS HAD A PROBLEM WITH ENGINE RACING WHEN VEH IS STOPPED AND HE IS PRESSING ON BRAKE. CUST STS THAT DLR DIAGNOSED ISSUE AS THE MAT UNDER GAS PEDAL INTERFERING WITH GAS PEDAL. CUST STS THAT HE TOOK OUT MAT AND PROBLEM CONTINUES. CUST STS THAT HE WAS TOLD TO CONTACT LCS TO SCHEDULE APPT W DOM. \*\*\* NOTES 11/03/2003 09:28:55 AM JSTEVENS TO: WILLIAM FINSILVER, CSM FR. JAKE STEVENS, 310-468-5242 COULD YOU PLS ADV IF THERE IS MORE PERTINENT INFO W CUSTS SET? DO WE NEED TO SCHEDULE APPT WITH DOM? WHEN WILL DOM BE AT YOUR DLR NEXT? PLS ADV. \*\*\* SUBCASE 20031030522-1 CREATED 11/03/2003 09:31:51 AM JSTEVENS \*\*\* NOTES 11/04/2003 10:02:56 AM JSTEVENS SHEILA IS SVC WRITER. \*\*\* NOTES 11/04/2003 10:06:06 AM JSTEVENS SHEILA STS THAT SHE IS AVAILABLE ON THE 12TH AND THAT CUST CAN DROP OFF THE VEH AND COME PICK UP A LOANER. \*\*\* NOTES 11/05/2003 10:17:48 AM JSTEVENS CUST STS THAT THIS IS THE THIRD TIME VEH HAS BEEN IN FOR 1. RADIO, 2. SMELL, 3. RACING ENGINE. CUST STS THAT VEH WILL GO IN TOMORROW. CUST WAS TOLD THAT ANDREW JONES, SM WILL BE IN TOMORROW. I TOLD CUST WE WOULD MONITOR SIT AND F/U WHEN MORE INFO WAS AVAILABLE. \*\*\* NOTES 11/07/2003 11:03:41 AM JSTEVENS SHEILA FROM DLR CALLED AND STS THAT VEH HAS ARRIVED. IT IS THE THIRD TIME THAT VEH HAS BEEN IN. DLR WILL DIAGNOSE THE VEH AND ADV OF SIT. IF NOTHING IS DIAGNOSED, WE WILL TALK WITH DOM. \*\*\* PHONE LOG 11/11/2003 03:13:48 PM JSTEVENS ACTION TYPE: INCOMING CALL CUST STS THAT HE RECEIVED CALL FROM SHEILA TELLING HIM TO COME PICK UP THE VEH. CUST WAS TOLD EARLIER IN THE DAY THAT DOM WOULD BE COMING BY ANDREW JONES, CUST DOESNT KNOW WHAT TO DO BUT DOES NOT WANT TO PICK UP VEH UNTIL VEH WORKS PROPERLY. CUST RQSTS THAT I CALL DLR TOMORROW MORNING AND INFORM HIM OF PROGRESS AND WHAT SHOULD BE DONE. \*\*\* PHONE LOG 11/12/2003 09:15:17 AM JSTEVENS ACTION TYPE: OUTGOING CALL CUST EXPRESSED EXTREME DISATIS WITH VEH AND SVC RECEIVED. CUST WILL

**Additional Summary:**  


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**Toyota ID No:** 200304040829  
**NHTSA ODI No:**  
**Date of Incident:** 20030000  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** BUCKHANNON, WV  
**NHTSA Summary:**  
 \*\*\* PHONE LOG 04/04/2003 01:50:34 PM JSPENCER  
 ---FCRP---  
 CUST'S HUSBAND BARRY, STS WIFE WAS STOPPED IN PARKING LOT & LIFTED OFF BRAKE & GAS PEDAL WAS STUCK & VEH FLEW FORWARD & CRASHED INTO A VAN. STS AFTER CRASH ENGINE WAS STILL REVING. CUST STS WILL HAVE WIFE C/B C/HE DOESNT HAVE ALL INFO RELATING TO ACCIDENT. LEGAL REQUESTS FCRP WITH MANY INTERIOR AND EXTERIOR PHOTOS  
 \*\*\* NOTES 04/04/2003 02:24:43 PM ABUNKLEY  
 CUST'S ACCOUNT OF INCIDENT: CUST STS HOTEL HAD CANAPOY NEAR ENTRANCE, GAS PEDAL BECAME INOPERATIVE CAUSING VEH TO RACE FORWARD. CUST STS VEH HIT BACK OF PARKED VAN, VEH WENT UNDER BUMP OF VAN. CUST STS WAS ABLE TO PUT VEH IN REVERSE, BUT ENGINE STAYED REVVED UP.  
 \*\*\* NOTES 04/07/03 09:11:08 AM CIN2  
 SPK W CUSTOMER. VEHICLE IS LOCATED @ ATLAS BODY SHOP ON MARKET STREET IN AKRON OHIO (330-784-5150). I CALLED BODY SHOP SPOKE WITH JOE, STATES "COME ON OUT AND INSPECT". I ADV CUST WE CAN ONLY DO INSPECTION IF VEHICLE HAS NOT BEEN REPAIRED AND ALLOW 30 DAYS FOR INSPECTION, IF NEEDED - SAID OK.

\*\*\* NOTES 04/07/03 10:17:00 AM CIN2  
 EMAILED CASE TO M. CLEMENS, DSPM.  
 \*\*\* NOTES 04/07/2003 03:13:39 PM AUZEMACK  
 CUST C/B AND ADV CANNOT WAIT 30 DAYS FOR AN INSPECTION. NCR APOL AND ADV THAT 30 DAYS IS THE TIME WINDOW FOR THE INSPECTION AND IF CUST CANNOT WAIT FOR THAT TIME THEN CUST MAY HAVE VEH REPAIRED AND FOREGO THE INSPECTION AND THEN SUBMIT ALL CONCERNS IN WRITING TO TMS LEGAL FOR FURTHER CONSIDERATION. CUST ADV SKS A C/B FROM CIN REGION RE: MORE SPECIFIC INSPECTION. CUST REQUESTED SUPERVISOR. NCR APOL AND ADV WILL HAVE TL C/B IN 24 HRS. NCR CONFIRMED PHONE #  
 \*\*\* NOTES 04/07/03 03:37:48 PM SGARDNER  
 NCR TOOK CALL AS A SUPERVISOR. CUS SKS TO GET A TIME FRAME OF WHEN VEH WILL BE LOOKED AT STS WIFE WAS ADV UP TO 30 DAYS. FLS THIS IS NOT ACCEPTABLE. NCR ADV WILL PASS CONCERN TO REGIONAL OFFICE. NCR WILL CONTACT REGIONAL OFFICE TOMORROW AFTER DISCUSSING CASE W/APPROPRIATE ANALYST.  
 \*\*\* NOTES 04/08/03 06:28:16 AM CIN2  
 LEFT VM MSG FOR M. CLEMENS, DSPM TO CALL IN R

**Additional Summary:**  


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**Toyota ID No:**  
**NHTSA ODI No:** 10293647  
**Date of Incident:** 20030101  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** FAIRFAX, VA  
**NHTSA Summary:**  
 I OWNED A 2000 TOYOTA CAMRY V6 WHICH I TRADED FOR A NEW 06 CAMRY 4 CYLINDER. WHEN THE RECALL WAS ANNOUNCED YESTERDAY ABOUT THE AUTOMATIC ACCELERATION PROBLEM I REMEMBERED THAT I TOO HAD TWO INCIDENTS WITH MY 2000 CAMRY WHERE IT AUTOMATICALLY ACCELERATED. IT SCARED ME AT THE TIME AND I REPORTED IT TO THE DEALER, BUT THEY COULD NOT FIND A PROBLEM WITH THE CAR. \*TR

**Additional Summary:**  


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**Toyota ID No:**  
**NHTSA ODI No:** 10006685  
**Date of Incident:** 20030104  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** LIVINGSTON, NJ  
**NHTSA Summary:**  
 WHILE TRYING TO APPLY BRAKES AT A SLOW SPEED, THE PEDAL GOES TO THE FLOOR AND VEHICLE PROCEEDED AND CAUSED THE VEHICLE TO SLAM INTO BENCHES. THE DEALER REPRESENTATIVE TESTED THE VEHICLE AT HIGH SPEEDS, IN WHICH NO PROBLEM WAS FOUND. PH SCC

**Additional Summary:**  


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**Toyota ID No:**  
**NHTSA ODI No:** 10002413  
**Date of Incident:** 20030104  
**Vehicle:** 2001 TOYOTA ECHO  
**Location of Incident:** BALSAM LAKE, WI  
**NHTSA Summary:**

WHILE DRIVING AT ANY SPEED AND WITHOUT WARNING THE VEHICLE WILL ACCELERATED AND IT BECAMES DIFFICULT FOR THE CONSUMER TO GET THE VEHICLE TO DECELERATE RESULTING IN VEHICLE DAMAGE, THE DEALER HAS BEEN NOTIFIED.  
 \*NLM  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10002570  
**Date of Incident:** 20030105  
**Vehicle:** 2002 TOYOTA RAV4  
**Location of Incident:** CHICAGO, IL  
**NHTSA Summary:**  
 VEHICLE ACCELERATES ON ITS OWN WITHOUT PRESSING ACCELERATER. VEHICLE WAS INVOLVED IN TWO COLLISIONS BECAUSE OF THIS PROBLEM. PLEASE PROVIDE ANY FURTHER INFORMATION. \*JB...\*AK

**Additional Summary:**  


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**Toyota ID No:** 200301100793  
**NHTSA ODI No:**  
**Date of Incident:** 20030107  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY  
**Location of Incident:** BALTIMORE, MD  
**NHTSA Summary:**  
 \*\*\* PHONE LOG 01/10/2003 12:47:36 PM JMUELLER  
 ---DLR PRODUCT INSPECTION---CUST STS 02 CAMRY WAS IN AN ACCIDENT 1-7-03. CUST STS WAS SITTING IN DRIVE THROUGH AND ALL OF A SUDDEN VEH LUNGED FORWARD. CUST STS FOOT BRAKE PEDAL WAS NOT WORKING AT ALL. CUST STS HAD TO PULL THE EMERGENCY BRAKE TO STOP THE VEH. CUST STS HAS NO CLUE WHAT CAUSED THIS TO HAPPEN. DLR PRODUCT INSPECTION CONTACT REGION IF NECESSARY.  
 \*\*\* CASE CLOSE 01/14/03 07:17:52 AM DLR19027  
 CUST: INFORMED THAT CAR IS AT R&H, AND WE WILL HAVE TECH CHECK CAR, AND HAVE CHUCK SWENEY (SHOP FOREMAN) CHECK OUT CAR AND BRKES ALSO, & LET CU & LET CUST NO RESLTS P.L.C.L. CUST. UNDRSTANDS

**Additional Summary:**  


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**Toyota ID No:**  
**NHTSA ODI No:** 10008754  
**Date of Incident:** 20030114  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** BRONX, NY  
**NHTSA Summary:**  
 THE CONSUMER EXPERIENCED SUDDEN ACCELERATION WITH THIS VEHICLE AND A NEWLY PURCHASED 2003 CAMRY. \*JB SCC

**Additional Summary:**  


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**Toyota ID No:**  
**NHTSA ODI No:** 10003939  
**Date of Incident:** 20030115  
**Vehicle:** 2002 GULF TOYOTA CAMRY  
**Location of Incident:** FOREST HILLS, NY  
**NHTSA Summary:**

CONSUMER CALLED COMPLAINING WHILE DRIVING THE VEHICLE AT LOW SPEED WHEN SUFFER A SUDDEN ACCELERATION CAUSING A DAMAGE TO THE VEHICLE. DEALER HAS BEEN NOTIFIED, PLEASE PROVIDE FURTHER INFORMATION. TS  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10002800  
**Date of Incident:** 20030115  
**Vehicle:** 2001 LEXUS RX300  
**Location of Incident:** QUINCY, MA  
**NHTSA Summary:**  
 2001 LEXUS RX300, 30DEGREE OUTSIDE TEMP, VEHICLE WORKED UP UNTIL HEATED SEATS WORKED, DROVE VEHICLE ABOUT 80 YARDS FORWARD, VEHICLE PUT INTO REVERSE, SUDDEN ACCELERATION OCCURED AT FULL THROTTLE, BRAKES DID NOT FUNCTION, UNABLE TO SHIFT INTO DRIVE POSITION WITH VEHICLE IN MOTION, RPM NEEDLE AT REDLINE 8000RPM, VEHICLE FINALLY BROUGHT TO SCREECHING AND SHAKING STOP WIEN SHIFTED INTO PARK. ENGINE WAS SHUT OFF. WHEN STARTED AGAIN, RMP NEEDLE JUMPED UP TO REDLINE AGAIN AND STAYED THERE. THIS REPEATED ABOUT 5 TIMES. ACCELERATION WAS STUCK AT FULL THROTTLE. NO COLLISION. VEHICLE MALFUNCTION REPORTED TO DEALERSHIP, VEHICLE TOWED FOR DIAGNOSIS AND REPAIRS. NOTICED TICKING SOUND COMING FROM DRIVERS SIDE.

**Additional Summary:**  


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**Toyota ID No:**  
**NHTSA ODI No:** 10262796  
**Date of Incident:** 20030118  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** ATLANTA, GA  
**NHTSA Summary:**  
 FOLLOWUP TO ODI #10256120. INFORMED BY TOYOTA REP THAT YOUR AGENCY PERFORMED TWO INVESTIGATIONS F THE 2003 CAMRY RESPECTING ACCELERATION SURGES BUT RETURNED NO FINDINGS OF VEHICLE FAILURE.YOUR WEBSITE RECORDS ABOUT 130 REPORTS OF SUCH 2003 CAMRY FAILURES MOSTLY (102) UNDER VEHICLE SPEED CONTROL. SOME UNDER POWER TRAIN AUTO TRANS & VSC ACCELERATOR PEDAL. FOR FORD TAURUS I COUNTED 12, HONDA ACCORD AND CHEVROLET MALIBU 20+ . ALL FOR MODEL YEAR 2003. AS % OF CARS SOLD QUITE SMALL EVEN FOR CAMRY BUT AS AN OCCURENCE RATIO OF 6-1 OR 10-1 VS. THE OTHER MODELS QUITE IMPRESSIVE. THE FACT YOU CONDUCTED TWO INVESTIGATIONS OF CAMRY IS TELLING IN AND OF ITSELF. HOW MANY ACCELERATOR INVESTIGATIONS DID YOU CONDUCT FOR THE 2003 TAURUS, ACCORD & MALIBU? ABSENT AN AIRPLANE LIKE RECORDER HOW CAN YOU BE ASSURED THAT THERE WAS NO VEHICULAR FAILURE? THE ALTERNATIVE IS TO IMPLY THAT CAMRY OPERATORS ARE LESS COMPETENT THAN DRIVERS OF OTHER MAKES... \*TR HARVEY MILLER

**Additional Summary:**  


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**Toyota ID No:**  
**NHTSA ODI No:** 10003476  
**Date of Incident:** 20030125  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** SAN DIEGO, CA  
**NHTSA Summary:**

I HAD BACKED OUT OF PARKING SPACE. WHEN I PUT 2003 TOYOTA CAMRY IN DRIVE, IT SURGED FORWARD. I BRAKED BUT THE VEHICLE ACCELERATED. I DEPRESSED BRAKE FULLY, NONETHELESS THE CAR ACCELERATED UNCONTROLLABLY AND VERY QUICKLY. VEHICLE ONLY STOPPED BY VIOLENT COLLISION WITH TWO PARKED VEHICLES AND CEMENT BLOCKS. ONLY GOOD FORTUNE PREVENTED DEATHS OF ANY PASSERS BY. WITNESSES OBSERVED MY FOOT FULLY ON THE DEPRESSED BRAKE PEDAL AS THE CAR WAS AT REST AFTER THE ACCIDENT.

**Additional Summary:**

**Toyota ID No:** 200302070282  
**NHTSA ODI No:**  
**Date of Incident:** 20030200  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** DALAND, FL

**NHTSA Summary:**

\*\*\* PHONE LOG 02/07/2003 09:10:46 AM CHALL CUST STS WIFE HAD FOOT ON BRAKE WHILE PARKING AND VEH SPED UP OVER THE CURB AND INTO A BUILDING. CUST STS BUMPER WAS DAMAGED. CUST STS HIS INSURANCE IS COVERING IT. CUST STS INTERNET ADV THIS HAS OCCURRED TO OTHER OWNERS. HE ADV IT WAS ON THE NHTSA WEBSITE. CUST UPSET INSURANCE WILL GO UP AND HAS TO BUY ANOTHER LEXUS B/C WIFE DOES NOT HAVE CONFIDENCE. THE DIFFERENCE HE HAS TO PAY IS \$11,200. \*\*\* NOTES 02/07/2003 09:14:00 AM CHALL TO: ALLEN SANDBERG FROM: CHRIS HALL 310-468-2648 CUST STS THAT HIS VEH SUDDENLY ACCELERATED WHILE HIS WIFE WAS PARKING AND HER FOOT WAS ON THE BRAKE. CUST STS THAT HE FOUND INFO ON THE INTERNET THAT OTHER OWNERS HAVE EXP THIS. CUST WANTS TO KNOW WHY THIS OCCURRED AND ASST W/PURCH OF RX OR ASST W/SRVC OF NEW VEH. PLEASE REVIEW AND F/U. THANKS, CHRIS \*\*\* SUBCASE 200302070282-1 CREATED 02/07/2003 09:14:21 AM CHALL \*\*\* PHONE LOG 02/11/2003 07:52:59 AM CHALL ACTION TYPE: INCOMING CALL CLLD SM ALLEN SANDBERG AND HE ADV ME THAT HE WAS NOT AWARE OF THIS AND TO CONTACT DOM FOR INSPECTION. \*\*\* PHONE LOG 02/11/2003 08:01:24 AM CHALL ACTION TYPE: OUTGOING CALL CLLD DOM LINDEY DUVALL AND SHE ADV WE NEED TO ARRANGE FOR A PIR. \*\*\* PHONE LOG 02/11/2003 08:02:35 AM CHALL ACTION TYPE: OUTGOING CALL CLLD CUST AND LEFT MSSG FOR C/B. \*\* PLEASE ADV CUST THAT I CONTACTED THE SM ALLEN SANDBERG AND HE HAD NOT RCVD ANY DOC FROM THE OWNER AND I WANTED TO GET THE LOCATION OF THE VEH SO WE CAN CONDUCT A PIR AND SEE IF ANY WORK HAS BEEN DONE TO VEH AT THIS POINT. \*\*\* EMAIL OUT 02/11/2003 02:53:52 PM JBROCATO ACTION TYPE: EXTERNAL EMAIL SEND TO: [CHRIS\_HALL@TOYOTA.COM] CC LIST: [NOBODY] CUST RETURNED YOUR CALL. HE SAID THAT LEXUS OF ORLANDO TOOK THIS VEH BACK AND CUST IS IN ANOTHER VEH. CUST STS IT COST THEM ABOUT \$8K AND CUST FEELS THAT DUE TO THE CIRCUMSTANCES LCS SHOULD ASSIST W/ THAT AMOUNT OF LOSS. HE FAXED IN THE INFO TO SHARIFF AT THE DLR AND STS THAT HE WILL FAX THE INFO TO REP'S DIRECT FAX #. VEH

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10071794  
**Date of Incident:** 20030201  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** HOUSTON, TX

**NHTSA Summary:**

LTR FM BRETT WOODY (TX) RE DANGEROUS DEFECTIVE TRANSMISSION SOFTWARE PROBLEMS IN THE 2002-2003 LEXUS ES300. REPLY ATTN JAN CROW/ HOUSTON OFC. \*PH CONSUMER WOULD APPLY MORE AND MORE PRESSURE TO THE BRAKE PEDAL BUT

**Safety Research & Strategies**

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VEHICLE WOULDN'T ACCELERATED. \*PH THE TRANSMISSION FAILED TWICE. LEXUS HAD GIVEN THE CONSUMER A NEW VEHICLE AND IT HAD SIMILAR PROBLEMS. THE VEHICLE ALMOST HAD GOTTEN THE CONSUMER INTO SEVERAL ACCIDENTS. ON NUMEROUS OCCASIONS AFTER THE BRAKE PEDAL WAS TAPPED, THE VEHICLE WOULD ACCELERATE BUT THE RPM'S WOULD FLY UP AND THE VEHICLE WOULD BARELY MOVE. IN STOP IN GO TRAFFIC THE VEHICLE WOULD SURGE FORWARD. (THIS FELT AS IF THE TRANSMISSION SLIPPED THEN THE SURGING OCCURRED) THERE WAS AN ANNOYING RATTLE IN THE CEILING CONSOLE. \*SC

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10008367  
**Date of Incident:** 20030206  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** TOPEKA, KS

**NHTSA Summary:**

THE THROTTLE STICKS NEVER HAD IT HAPPEN AT HIGHWAY SPEEDS YET. LIKE WHEN YOU PULL UP TO A LIGHT TO STOP IT STICKS BUT IF YOU HOLD ON TO THE BRAKE IT GOES DOWN TO NOMAL. SINCE I'VE OWNED THIS CAR IT HAS HAPPENED 5 TIMES. THE LAST TIME AS I WAS PULLING INTO THE DRIVE. HARD TO LAY YOUR HANDS ON TO WHAT TO DO. \*NLM

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10028347  
**Date of Incident:** 20030216  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** CHESAPEAKE, VA

**NHTSA Summary:**

2003 TOYOTA CAMRY 3.0L V6 (MIDYEAR 210HP MOTOR) THE VEHICLE DID NOT ACCELERATE THE WAY IT WAS DESIGNED. THE TOYOTA REPRESENTATIVE STATED IT WAS NORMAL. THE CONSUMER BELIEVED IT WAS DANGEROUS WHEN THE ACCELERATOR PEDAL WAS PRESSED, BECAUSE SOMETIMES THE VEHICLE DID NOT MOVE IMMEDIATELY. WHEN THE PEDAL ACCELERATOR PEDAL WAS PUSHED FURTHER TOWARD THE FLOOR, THE VEHICLE BOLTED OUT INTO TRAFFIC WITH A RUSH OF POWER. THE TOYOTA REPRESENTATIVE STATED THAT WAS HOW THE CAR WAS ENGINEERED, AND HE COULD NOT DO ANYTHING ABOUT IT. THE LEAD MECHANIC SAID THE CONSUMER NEEDED TO GET USED TO IT. IT HAD BEEN 5 MONTHS SINCE THE CONSUMER PURCHASED THE VEHICLE. \*AK \*TS \*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10095299  
**Date of Incident:** 20030220  
**Vehicle:** 2003 TOYOTA SEQUOIA  
**Location of Incident:** NORTHAMPTON, PA

**NHTSA Summary:**

WHILE DRIVING AT ANY SPEED CONSUMER HEARD A LOUD NOISE COMING FROM THE FRONT OF THE VEHICLE. CONSUMER APPLIED THE ACCELERATOR PEDAL AND THE VEHICLE FAILED TO ACCELERATE. THEN, CONSUMER AGAIN APPLIED THE ACCELERATOR PEDAL NUMEROUS TIMES AND THE VEHICLE ACCELERATED UNCONTROLLABLY. HE WAS ABLE TO MAINTAIN CONTROL OF THE VEHICLE, AND

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DROVE IT TO THE DEALER FOR INSPECTION. MECHANIC COULD NOT DUPLICATE THE PROBLEM. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10010194  
**Date of Incident:** 20030226  
**Vehicle:** 2002 TOYOTA TACOMA  
**Location of Incident:** ALBANY, NY

**NHTSA Summary:**

ON THREE SEPARATE OCCASIONS OVER A WEEKS TIME SPAN WHILE DRIVING MY TRUCK IT HAS ACCELERATED BY ITSELF. WHEN I HAVE TAKEN MY FOOT OFF THE GAS PEDAL THE TRUCK CONTINUED TO GO FASTER AND WAS HARD TO SLOW DOWN AND STOP. I BROUGHT THE TRUCK TO A TOYOTA DEALER AND WAS TOLD IF THEY COULD GET THE VEHICLE TO DO THIS THEY COULD FIX IT. THEY KEPT THE TRUCK FOR A DAY AND DROVE IT BUT THE TRUCK RAN NORMAL. THEY SAID IT RAN FINE AND TOLD ME TO COME AND PICK IT UP. \*NLM

**Additional Summary:**

**Toyota ID No:** 200303120482  
**NHTSA ODI No:**  
**Date of Incident:** 20030300  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** SHREVEPORT, LA

**NHTSA Summary:**

\*\*\* PHONE LOG 03/12/2003 09:57:09 AM AHEYDON  
====FCRP====  
CUST STS WHEN SHE STEPS ON BRAKE VEH ACCELERATES. CUST STS SHE WAS BACKING OUT OF DRIVEWAY, CUST STS SHE HAD TO ANGLE AROUND HUSBANDS TRUCK. CUST STS SHE STEPPED ON BRAKES WHEN BACKING OUT AND VEH ACCELERATED, VEH HIT FENCE SINCE STEERING ANGLED TO GO AROUND TRUCK. CUST STS THIS ALSO HAPPENED NOVEMBER 8TH  
\*\*\* NOTES 03/12/2003 09:57:09 AM AHEYDON  
CUST ALSO HAS PREVIOUS ARB CASE #20021121010.  
LEGAL REQUESTS FCRP WITH MANY INTERIOR AND EXTERIOR PHOTOS  
\*\*\* NOTES 03/12/03 01:14:53 PM EGALINDO  
CUST C/B REITERATING. NCR APOL ADVSD CASE DISPATCHED AS FCRP. NCR ENCOURAGED TO ALLOW 3BD FOR CONTACT FROM REG. CUST UNDERSTOOD. NCR CONFIRMED CUST PH# INFO.  
\*\*\* NOTES 03/17/2003 01:05:15 PM SFERNANDEZ  
CUST C/B STS HAS NOT BEEN CONTACTED BY REGION YET. NCR APOLG, ADV REGION HAS UNTIL EOB TODAY FOR F/U, HOWEVER L/M W/ CATHY (REGION) REQUESTING. C/B.  
\*\*\* NOTES 03/17/03 02:56:17 PM GST2  
SPOKE TO CUST. WILL HAVE REP INSPECT VEH AS SOON AS POSSIBLE.  
\*\*\* NOTES 03/19/2003 10:47:28 AM LEZRE  
CUST C/B SKS TO KNOW STATUS OF CASE. NCR ADV OF NOTES OF GST2 THAT VEH WILL BE INSPECTED ASAP. ADV CAN TAKE UP TO 30 DAYS FOR INSPECTION, ADDTL 30 FOR DECISION. CUST UNDERSTOOD.  
\*\*\* NOTES 03/24/2003 08:43:36 AM SBROWN  
CUST CALLED BACK SEEKING STATUS OF CASE. STS HAS SPKN W/BODY SHOP REP WHO EXPLAINED THAT NO ONE FROM TOY HAS BEEN OUT TO SEE VEH. CUST SKS ANY INFO ON INSPECTION DATE AS IS W/OUT A VEH & SKS POSSIBLE RENTAL ASSIST. (NCR APOL & RE-ADV'D OF LAST REGION NOTES & HELPED CUST UNDERSTAND THAT REGION HAS UP TO

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30 DAYS TO ACTUALLY INSPET & UP TO 30 DAYS THERAFTER TO SHARE TOY'S FINDINGS. NCR ADV'D IN THE MIDST OF INVESTIGATION, TOY CAN NOT EXTEND A RENTAL.) CUST UNDERSTOOD.

\*\*\* NOTES 03/28/2003 08:44:10 AM ECAMPOS  
CUST C/B STS VEH HAS BEEN UNUSABLE SINCE THE /3/9/03. STS FLS TOY SHOULD PROVIDE RENTAL OR LONER. NCR APOL & ADV CONTACTED GST2 & LEFT MESSAGE REQUESTING C/B TO CUST. CUST INSISTED ON GETTING REGION TEL #. NCR ADV UNA

**Additional Summary:**

**Toyota ID No:** 200403111234  
**NHTSA ODI No:**  
**Date of Incident:** 20030300  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** SAN ANTONIO, TX

**NHTSA Summary:**

\*\*\* PHONE LOG 03/11/2004 02:48:30 PM DDRURY  
CUST STS WHILE PULLING INTO PARKING LOTS AND PRESSING ON BRAKES VEH SURGES FORWARD. CUST STS HAS NOTICE ACCELERATION WHEN USING CRUISE CONTROL AND COMING OFF AN INCLINE. CUST STS MOST RECENT CONCERN HAPPENED THREE WEEKS AGO. CUST PRIOR TO THAT CONCERNS STARTED A YEAR AGO. CUST SKS TO VOICE HIS CONCERNS.

\*\*\* CASE CLOSE 03/11/2004 02:48:54 PM DDRURY  
NCR APOL AND ADV CUST OF CURRENT NHSTA ISSUE. CUST UNDERSTOOD. NCR ADV CUST IF CONCERNED SHOULD TAKE VEH TO DLR FOR INSPECTION. NCR PROVIDED CASE #.

**Additional Summary:**

**Toyota ID No:** 200303180602  
**NHTSA ODI No:**  
**Date of Incident:** 20030300  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** HOLBROOK, NY

**NHTSA Summary:**

\*\*\* PHONE LOG 03/18/2003 11:10:16 AM SESTRADA  
PA  
NO PREV FILE  
CUST STS ACCELATOR PEDAL IS STICKING IN VEH. STS EVEN W/FOOT ON BRAKE, VEH ACCELERATES. STS WAS ALMOST INVOLVED IN ACCIDENT DUE TO ACCELATOR PEDAL STICKING IN VEH. STS WAS NOT ACTUALLY INVOLVED IN ACCIDENT, BUT FLS VEH UNSAFE TO DRIVE. STS CONTACTED DLR WHO REFUSED TO DO RPR. STS SVC MGR ADV CUST CONTACT HAS TO CONTACT CAC TO HAVE SOMEONE FROM REG INSP VEH.  
\*\*\* NOTES 03/19/03 05:29:54 AM NY5  
CASE DISPATCHED TO DSPMS D. TOWNSEND AND J. PISTILLI AND CC FTS J NEIL

\*\*\* CASE CLOSE 03/21/03 06:59:16 AM NY5  
DSPM TALKED WITH CUST, CUST TO TAKE VEH TO SUNRISE TOYOTA ON 3/21/03 FOR INSPECTION

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10015300, 10017579

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Date of Incident: 20030301  
Vehicle: 2001 TOYOTA AVALON  
Location of Incident: WESTMINSTER, CA

**NHTSA Summary:**  
WHILE DRIVING AT 35 MPH VEHICLE SUDDENLY ACCELERATED OUT OF CONTROL HIT A PICKUP TRUCK, AND THEN HIT A TREE. THE DRIVER APPLIED THE BRAKES, BUT BRAKES FAILED TO STOP VEHICLE. THE PASSENGER IN THE PICKUP TRUCK SUSTAINED INJURIES AS WELL AS THE CONSUMER. \*AK \*JB \*TS, WHILE DRIVING, THE VEHICLE SUDDENLY ACCELERATED, THE CONSUMER LOSS CONTROL OF THE VEHICLE AND HIT A PICKUP TRUCK AND CRASHED INTO A TREE. THE DRIVER SUSTAINED MINOR INJURIES, AND PASSENGER IN PICKUP TRUCK SUSTAINED MAJOR INJURIES. VEHICLE WAS BADLY DAMAGED. \*AK \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10110101  
**Date of Incident:** 20030305  
**Vehicle:** 2001 LEXUS GS300  
**Location of Incident:** WESTBURY, NY

**NHTSA Summary:**  
MY COMPLAINT IS ON THE USE OF THE CRUISE CONTROL DEVICE AND THE HIDDEN DANGERS OF ITS USAGE, ESPECIALLY ON SLICK/POOR ROAD SURFACES. IF USED AND THE RESUME BUTTON IS ENGAGED THE CAR ATTEMPTS TO ACCELERATE TO THE SET SPEED WHILE THE TIRES HAVE NO TRACTION ON THE ROAD, CAUSING THE CAR TO SPIN OUT OF CONTROL. A SERIES OF 360'S. THIS IS A VERY SERIOUS UNPREDICTABLE SITUATION NO MATTER WHAT YOUR EXPERIENCE IS AS A DRIVER. WE CAN SAVE LIVES IF A WARNING WAS IN FULL VIEW IN ALL VEHICLES, SIMILAR TO THE AIRBAG AND SEATBELT WARNINGS. I AM AWARE OF SEVERAL INCIDENTS BUT HAVE FOUND THAT THERE IS NOT ENOUGH ACTION BEING TAKEN TO INFORM DRIVERS. IN ADDITION TO SOME TYPE OF WARNING LABEL, MY QUESTION IS, CAN ANY ACTION BE TAKEN BY ALL CAR MANUFACTURERS, TO DESIGN THE CRUISE CONTROL OPTION TO DISENGAGE IF THERE IS INADEQUATE ROAD TRACTION? \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10015971  
**Date of Incident:** 20030320  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** LEE'S SUMMIT, MO

**NHTSA Summary:**  
THE VEHICLE EXPERIENCED SUDDEN ACCELERATION IMMEDIATELY AFTER THE PURCHASE OF A CERTIFIED USED VEHICLE. THE CONSUMER APPLIED THE BRAKES BUT THE VEHICLE DIDN'T RESPOND. THE IGNITION HAD TO BE TURNED OFF IN ORDER TO STOP THE VEHICLE. (MODEL XLE) MR SCC \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10012233  
**Date of Incident:** 20030320  
**Vehicle:** 2000 TOYOTA ECHO  
**Location of Incident:** WESTMONT, IL

**NHTSA Summary:**

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WHILE APPLYING THE BRAKES VEHICLE ACCELERATED FORWARD. DEALER NOTIFIED.

\*NLM

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10023329  
**Date of Incident:** 20030324  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** PASADENA, CA

**NHTSA Summary:**  
2002 TOYOTA CAMRY SE: WHILE CAR WAS BEING BACKED DOWN A DRIVEWAY AT 2-3 MPH WITH DRIVER'S FOOT ON BRAKE, CAR ACCELERATED SUDDENLY AND UNCONTROLLABLY BACKWARDS AND CRASHED INTO A TREE. CAR WAS TOTALED.  
\*NLM  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10111637  
**Date of Incident:** 20030324  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** THOUSAND OAKS, CA

**NHTSA Summary:**  
CONSUMER STATES WHEN TRYING TO BRING CAR TO STOP, HE HAD APPLY AN EXCESSIVE AMOUNT OF FORCE TO THE BRAKE, EVEN THOUGH RIGHT FOOT REMOVED FROM GAS PEDAL ENGINE DID NOT STOP. BF THE VEHICLE WAS STILL UNDER WARRANTY DURING THE TIME OF THE FAILURE. THE CONSUMER STATED WHILE HE WAS BACKING THE VEHICLE UP AT LESS THAN 35 MPH THE FAILURE OCCURRED. AFTER THE CONSUMERS FOOT WAS MOVED FROM THE GAS PEDAL HE HAD TO FORCEFULLY APPLY THE BRAKES. THE CONSUMER STATED THAT IT WAS NECESSARY TO SHIFT OUT OF DRIVE TO BRING THE VEHICLE UNDER CONTROL. THE CONSUMER SHUT THE VEHICLE OFF AND LET IT SIT FOR A WHILE AND STARTED IT AGAIN AND DROVE HOME WITH NO INCIDENT.  
\*TC  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10022695  
**Date of Incident:** 20030402  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** PALO ALTO, CA

**NHTSA Summary:**  
VEHICLE'S NEW BRAKING SYSTEM WAS UNSAFE. BRAKE PEDAL HAD TO BE DEPRESSED ALMOST TO THE FLOOR BEFORE IT ENGAGED AS A RESULT, THE CONSUMER ACCIDENTALLY HIT THE ACCELERATOR PEDAL WHILE BRAKING. \*AK THE CONSUMER'S WIFE WAS DRIVING THE VEHICLE, AND AS SHE TURNED THE CORNER, THE BRAKE WAS APPLIED AND DID NOT RESPOND. THE VEHICLE ACCELERATED OVER THE CURB, ONTO THE SIDE WALK, AND INTO THE LIBRARY. (ONE MUST PLACE THERE FOOT ON THE CENTER OF THE BRAKE PEDAL AND THE RIGHT SIDE OF THE FOOT COULD POSSIBLY DEPRESS THE ACCELERATOR) \*SCC \*JB  
**Additional Summary:**

**Toyota ID No:**

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**NHTSA ODI No:** 10071940  
**Date of Incident:** 20030403  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** MANORVILLE, NY

**NHTSA Summary:**  
WHILE PARKED, THE VEHICLE ACCELERATED BACKWARDS. AS A RESULT, THE VEHICLE COLLIDED INTO A TREE. THE CAUSE OF INCIDENT HAS YET TO BE DETERMINED. \*LA THE CONSUMER ATTEMPTED TO MOVE OUT OF THE PARKING SPACE. AS THE CONSUMERS FOOT WAS ON THE BRAKE AND THE VEHICLE WAS PLACED IN REVERSE, THE VEHICLE SHOT BACK AND HIT A TREE. \*SC \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10038673  
**Date of Incident:** 20030411  
**Vehicle:** 2001 TOYOTA TUNDRA  
**Location of Incident:** DENVER, CO

**NHTSA Summary:**  
WHILE PASSING ANOTHER VEHICLE ON THE INTERSTATE, TRUCK BEGAN ACCELERATING RAPIDLY GOING FROM 65 MPH TO 95 MPH IN ABOUT 3 SECONDS. HAD TO APPLY BOTH FEET TO BRAKES TO STOP TRUCK. IT TOOK A HALF MILE TO STOP AND RPMS WERE AT 6000, PUT TRUCK INTO PARK -RPMS REMAINED, STEPPED ON GAS PEDAL. RPMS DROPPED ENOUGH (3500) TO GET OFF THE ROAD. ACCORDING TO DEALERSHIP MECHANIC, THE PROBLEM WAS A BROKEN ACCELERATOR CABLE AND A FACTORY DEFECT. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10096893  
**Date of Incident:** 20030418  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** MIDLOTHIAN, VA

**NHTSA Summary:**  
INTERMITTENTLY DURING BRAKING, THE VEHICLE COMMENCED TO ACCELERATE. THIS CONDITION OCCURRED ON THREE SEPARATE OCCASIONS. THE VEHICLE HAS BEEN TO THE DEALER ON THREE SEPARATE OCCASIONS AND THEY WERE UNABLE TO DUPLICATE THE PROBLEM. \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10017600  
**Date of Incident:** 20030422  
**Vehicle:** 2002 TOYOTA COROLLA  
**Location of Incident:** IRVING, TX

**NHTSA Summary:**  
WHILE DRIVING ON THE HIGHWAY, THE VEHICLE WAS ON CRUISE CONTROL. AFTER EXITING THE HIGHWAY, PRESSURE WAS APPLIED TO THE BRAKE PEDAL AND THE VEHICLE FAILED TO STOP. THE VEHICLE WAS TAKEN TO THE DEALERSHIP FOR REPAIRS.  
\*JB  
**Additional Summary:**

**Toyota ID No:**

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**NHTSA ODI No:** 10061723  
**Date of Incident:** 20030426  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** SWAMPSCOTT, MA

**NHTSA Summary:**  
CONSUMER COMPLAINED ABOUT AN INTERMITTENT ACCELERATION PROBLEM. WHEN THIS OCCURRED CONSUMER APPLIED THE BRAKES, BUT, VEHICLE DID NOT STOP. CONSUMER HAD TO SHUT OFF THE ENGINE IN ORDER TO GET THE VEHICLE TO STOP.  
\*AK DEALER CAN'T LOCATE THE PROBLEM ON VEHICLE. \*LA  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10016877  
**Date of Incident:** 20030427  
**Vehicle:** 2002 TOYOTA HIGHLANDER  
**Location of Incident:** HARLAN, KY

**NHTSA Summary:**  
VEHICLE ACCELERATED ON ITS ON CAUSING VEHICLE TO START UP STEEP HILL WHERE THE FRONT END SLID TO THE RIGHT WHERE VEHICLE PROCEEDED TO GO UP A DRIVE/CARPORT STRIKING A PORCH AND ROCK WALL.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10063211  
**Date of Incident:** 20030430  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** BELEN, NM

**NHTSA Summary:**  
WHEN TRYING TO PARK, THE DRIVER PRESSED THE BRAKE PEDAL AND THE VEHICLE SUDDENLY SURGED FORWARD. THE VEHICLE RAN OVER THE CURB AND HIT A SIGN.  
\*AK THE CONSUMER WAS SLOWLY DRIVING IN THE PARKING LOT, FOUND A PARKING SPACE, THEN THE VEHICLE SUDDENLY ACCELERATED OVER THE CURB. \*SC \*JB  
**Additional Summary:**

**Toyota ID No:** 200305150626  
**NHTSA ODI No:**  
**Date of Incident:** 20030500  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY  
**Location of Incident:** HATTIESBURG, MS

**NHTSA Summary:**  
\*\*\* PHONE LOG 05/15/2003 11:26:58 AM CMC MORRIS  
03 CAMRY. STS WHEN WIFE DRIVES VEH & PUTS FOOT ON BRAKE, MOTOR REVS UP & WIFE HAS CAME CLOSE TO ACCIDENT A COUPLE OF TIMES. STS WHEN ENGINE REVS UP HAS TO PUT VEH INTO NEUTRAL. STS ENGINE REVS UP ALSO WHEN VEH IN NEUTRAL. STS HAS TO APPLY MUCH PRESSURE TO BRAKE TO STOP VEH. STS WIFE DOES NOT FEEL SAFE DRIVING TO VEH. STS CONCERN HAS HAPPENED 2X TIMES (ABOUT 2 WEEKS AGO). STS 100% CERTAIN DID NOT HAVE FOOT ON ACCELERATOR. STS HAS NOT CONTACTED DLR.  
\*\*\* CASE CLOSE 05/16/03 22:41:24 RULEMGR  
CALLED CUST 5-16-03. CUST BRINGING CAR IN FOR DEALER TO CHECK OUT.  
**Additional Summary:**

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**Toyota ID No:** 200305271404  
**NHTSA ODI No:**  
**Date of Incident:** 20030500  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY  
**Location of Incident:** LEVITTOWN, NY

**NHTSA Summary:**  
\*\*\* PHONE LOG 05/27/2003 02:29:48 PM MCOTTERELL  
CUST STS HE PURCH A 03 CAMRY IN LATE 2002. HE STS WHILE DRIVING WHEN HE IS COMING TO A STOP THE VEH ENGINE RACES. THIS IS AN INTERMITTENT CONCERN. HE STS THAT VEH MOVES FORWARD FROM A STOP WITHOUT HAVING TO PUT HIS FOOT ON THE ACCELERATOR(CREEPING). HE DOES FEEL COMFORTABLE DRIVING THE VEH BECAUSE OF THESE CONCERNS. HE WILL BRING IN ON 5/29/03 & SKS TO HAVE APPT.  
\*\*\* CASE CLOSE 05/28/03 03:45:50 PM DLR31150  
CRM SPOKE WITH THE CUST AND EXPLAINED HIS CONCERNS. CRM INVITED THE CUST IN TO TEST DRIVE WITH A TECH. CRM SET UP AN APPOINTMENT FOR THRS. AT 10AM.  
**Additional Summary:**

**Toyota ID No:** 200305091223  
**NHTSA ODI No:**  
**Date of Incident:** 20030500  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** LAS VEGAS, NV

**NHTSA Summary:**  
\*\*\* PHONE LOG 05/09/2003 05:19:23 PM TOHIRA  
CUST STS THERE HAVE BEEN 3 INSTANCES WHERE CAR DOES NOT STOP. CUST STS CAN HEAR ABS CLICKING AND CUST PRESSES BRAKES, BUT VEH ACCELERATES, SO CUST CRASHED INTO GARDEN AND TIE ROD BROKE. CUST STS TOOK VEH TO DLR BUT CUST FLS DLR DOES NOT BELIEVE THAT THERE IS ANYTHING WRONG WITH VEH. CUST STS DLR STS TIE ROD IS NOT COVERED UNDER WARR. CUST STS SPOKE TO JASON SERVICE ADVISOR AND CRM NOT INVOLVED.  
\*\*\* NOTES 05/13/2003 02:43:48 PM TEFTHMES  
CUST CALLED BACK.NCR APOL.NCR ADV CUST DLR CRM HAS 3 BUSINESS DAYS TO CONTACT.NCR ADV IF CRM DOES NOT CONTACT IN 3 BUSINESS DAYS TO USE CASE NUMBER AND CONTACT CAC.  
\*\*\* CASE CLOSE 05/23/03 22:40:50 RULEMGR  
CRM HAD BOTH SRV MGR AND DISTRICT MGR ROAD TEST VEH. ALSO TEC INSPECTED VEH TO FIND NO MECHANICAL FAILURE WITH EITHER BRAKES OR IDLE. CUST ADVISED. CUST IN 5/16 TO HAVE PLASTIC INSERTS TO HOLD UNDER FACHIA INSTALLED. VEH CKS SOUND AT THIS TIME.  
**Additional Summary:**

**Toyota ID No:** 200305300306  
**NHTSA ODI No:**  
**Date of Incident:** 20030500  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** LAS VEGAS, NV

**NHTSA Summary:**  
\*\*\* PHONE LOG 05/30/2003 09:01:16 AM EOROZCO  
PA  
PREV CASE 200305091223  
CUST C/B STS THE VEH STILL HAS THE CONCERN WITH THE VEH ACCELERATES AND MOVES FORWARD. CUST STS HAS TAKEN THE VEH TO THE DLR 4X FOR THE SAME

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CONCERN WITH THE BRAKES. CUST STS WHEN PRESSING HARD ON THE BRAKE THEY MAKE A SOUND  
\*\*\* NOTES 06/10/03 04:24:46 PM DVR4  
DSPM L/M REQ C/B AT 1:53PM.  
\*\*\* NOTES 06/10/03 04:25:42 PM DVR4  
PREVIOUS NOTE TO FILE DATED 06/10/03 WAS RECEIVED FROM DSPM ON 06/05/03.

\*\*\* CASE CLOSE 06/16/03 09:24:17 AM DVR4  
CUSTOMER HAS NOT CONTACTED DSPM. DSPM HAD PREVIOUSLY TEST DRIVEN VEHICLE ON APPROXIMATELY 5/15/03 WITH DEALER SM. DSPM DID NOT NOTICE ANY ABNORMAL OPERATING CHARACTERISTICS AT THAT TIME.  
**Additional Summary:**

**Toyota ID No:** 200305281079  
**NHTSA ODI No:**  
**Date of Incident:** 20030500  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** BOAZ, AL

**NHTSA Summary:**  
\*\*\* PHONE LOG 05/28/2003 01:44:07 PM CCONVIS  
CUST STS WHEN VEH STOPS AT A STOP SIGN IT FEELS LIKE THE ENGINE IS IDLING HIGH AS THE RPM'S RAISE UP CONSIDERABLE. CUST STS NO CRM YET. CUST STS CONCERN HAS ONLY OCCURED 2X BUT FEELS CONCERNED ABOUT VEH LURCHING FORWARD AND CAUSING AN ACCIDENT.  
\*\*\* CASE CLOSE 06/03/03 22:41:05 RULEMGR  
DEALER UNABLE TO VERIFY COMPLAINT. ASM TECH ASSISTANCE AND FIELD SERVICE TECHNICIAN HAVE BEEN CONTACTED. NO ADVISE OR ASSISTANCE OFFERED DEALER. OWNER HAS BEEN ADVISED

**Additional Summary:**

**Toyota ID No:** 200305150473  
**NHTSA ODI No:**  
**Date of Incident:** 20030500  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** VENETIA, PA

**NHTSA Summary:**  
\*\*\* PHONE LOG 05/15/2003 10:22:32 AM JJOHNSON CUST STD YESTERDAY WAS DRIVING UP DRIVEWAY WHERE CUST HAS TO MAKE 90 DEGREE TO TURN INTO GARAGE. CUST STD VEH ACCELERATED AFTER ENTERING GARAGE AND RAN THROUGH BACK BRICK WALL. CUST STD VEH HAS FRONT END DAMAGE AND GARAGE WALL NEEDS TO BE REBUILT. CUST STD DID NOT HAVE FOOT ON ACCELERATOR PEDALS, ONLY ON BRAKE PEDALS. CUST ALSO STD PREVIOUSLY VEH REVS HIGH WHEN STARTING AND CAN FEEL HARSH SHIFTING WHEN DRIVING. CUST STD IS AFRAID TO DRIVE VEH & USES FOR REAL ESTATE.  
\*\*\* NOTES 05/15/2003 10:41:43 AM JOHNSON TO: KYLE MACNAUGHTON, C/S ANALYST FROM: JOSEPH JOHNSON, LCS TEL#310-468-2593 HI KYLE, CAN YOU PLEASE LOOK INTO CASE AND ADV IF A PIR CAN BE PERFORMED. I HAVE ALSO INFORMED A SAMARI, DOM, OF CUST'S ACCIDENT. VEH IS CURRENTLY AT CUST'S RESIDENCE. PLEASE LET ME KNOW IF FURTHER ACCIDENT INFO IS NEEDED TO PROCEED FORWARD. THANKS, JOSEPH \*\*\*  
SUBCASE 200305150473-1 CREATED 05/15/2003 10:46:15 AM JOHNSON \*\*\* NOTES 05/15/03 11:49:40 AM KMACNAUGHTON330 AREA WILL DIPATCH CASE TO FTS OR DOM. LCS WILL BE UPDATED WHEN MORE INFORMATION IS RECEIVED \*\*\* PHONE LOG 05/16/2003 03:25:54 PM JOHNSON ACTION TYPE: OUTGOING CALL TRIED TO CONTACT CUST REGARDING PIR

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REQUEST. TEL# JUST RINGS & RINGS. \*\*\* PHONE LOG 05/19/2003 04:24:31 PM JJOHNSON ACTION TYPE: OUTGOING CALL CALLED CUST. NOT AVAIL. LEFT MSG UPDATING CUST THAT LEXUS IS REVIEWING REQUEST FOR PIR AND I WILL KEEP CUST POSTED FOR NEW INFO. \*\*\* EMAIL OUT 05/23/2003 08:53:22 AM RCASADO ACTION TYPE: INTERNAL EMAIL SEND TO: [JOSEPH\_JOHNSON@TOYOTA.COM] CC LIST: [KYLE\_MACNAUGHTON@TOYOTA.COM] ERIN FROM THE DLR CLLD AND THE VEH IS AT ROHRICH VOLKSWAGON AND MAZDA DLR. THE LOCATION OF THE VEH IS AT THE COLLISION CENTER AT FOR THOSE DLRS AT 2690 WEST LIBERTY AVENUE PITTSBURGH, PA 15216. ERIN PROVIDED THE NEW NUMBERS FOR THE CUST CONTACT. CELL 724-942-0189 AND WORK NUMBER IS 724-941-9400 X209. I ADV THAT I WOULD PASS THE MSSG TO THE REP. I MADE SOME CHANGES IN THE CUST CONTACT I  
**Additional Summary:**

**Toyota ID No:** 10018315  
**NHTSA ODI No:** 20030504  
**Date of Incident:** 20030504  
**Vehicle:** 2002 LEXUS RX300  
**Location of Incident:** SAND SPRINGS, OK

**NHTSA Summary:**  
THROTTLE BECAME STUCK ON 2002 LEXUS RX300 WHILE CAR WAS BEING DRIVEN CAUSING IT TO RAPIDLY ACCELERATE. CAR HAD TO BE TURNED OFF BEFORE IT COULD BE STOPPED. CAR WAS TOWED TO LEXUS DEALER. I WAS TOLD IT WAS JUST A "FREAK" ACCIDENT THAT A TINY PIECE OF PLASTIC HAD GOTTEN SUCKED INTO THROTTLE. I WANT TO BE SURE THIS WAS AN ACCIDENT AND IS NOT A DEFECT. \*JB  
**Additional Summary:**

**Toyota ID No:** 10018360  
**NHTSA ODI No:** 20030507  
**Date of Incident:** 20030507  
**Vehicle:** 2002 LEXUS RX300  
**Location of Incident:** GLENDALE, CA

**NHTSA Summary:**  
WHILE GOING SLOW THE CAR ACCELERATES SUDDENLY, ALREADY THIS HAPPENED TWICE AND BOTH TIMES I HIT THE WALL. \*JB  
**Additional Summary:**

**Toyota ID No:** 10024313  
**NHTSA ODI No:** 20030509  
**Date of Incident:** 20030509  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** FAR HILLS, NJ

**NHTSA Summary:**  
WHILE ATTEMPTING TO PARK WITH FOOT APPLIED TO BRAKE PEDAL VEHICLE SUDDENLY ACCELERATED, CRASHING INTO A TREE.\*AK  
**Additional Summary:**

**Toyota ID No:** 10021016  
**NHTSA ODI No:** 20030511  
**Date of Incident:** 20030511  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** ROCHESTER, NY

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**NHTSA Summary:**  
WHEN ATTEMPTING TO ACCELERATE (PRESSING GAS PEDAL), VEHICLE WILL NOT SPEED UP FOR SEVERAL SECONDS, AND THEN IT ABRUPTLY LUNGES FORWARD AT AN INCREASED SPEED, POSING A SAFETY HAZARD. THIS HAS HAPPENED REPEATEDLY STARTING WITHIN A COUPLE OF DAYS OF BUYING THE CAR. THIS IS PARTICULARLY CONCERNING WHEN DRIVING ON AN EXPRESSWAY RAMP. THIS I HAVE BEEN AVOIDING DRIVING ON THE EXPRESSWAY. ALSO, THE BRAKES WORK ABNORMALLY. THERE WAS EXCESSIVE VIBRATION, JERKINESS, AND BRAKE SENSITIVITY. I TOOK THE CAR TO THE DEALER WITHIN 5 DAYS OF PURCHASE AND SUBSEQUENTLY RETURNED IT 4 MORE TIMES. THEY ONLY ACKNOWLEDGED THAT THE ROTORS WERE WARPED AND RESURFACED THEM. OTHERWISE, THEY DENY THERE IS ANY OTHER PROBLEM. THEY BLAMED THE ACCELERATION PROBLEM ON THE A/C BEING TURNED ON. HOWEVER, THE PROBLEM PERSISTS REGARDLESS TO WHETHER THE ACCESSORIES ARE TURNED ON OR OFF OR HOW HIGH THEY ARE TURNED ON. \*NLM  
**Additional Summary:**

**Toyota ID No:** 10019875  
**NHTSA ODI No:** 20030514  
**Date of Incident:** 20030514  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** PLAINVIEW, NY

**NHTSA Summary:**  
THE VEHICLE EXPERIENCED SUDDEN ACCELERATION WHEN THE GEAR WAS SHIFTED FROM PARK TO DRIVE, AND COLLIDED WITH SEVEN OTHER VEHICLES. \*JB CONSUMER TRIED TO STOP THE VEHICLE BY APPLYING THE BRAKES HOWEVER THE BRAKES FAILED AND THE ENGINE CONTINUED TO RACE. \*TT \*JB  
**Additional Summary:**

**Toyota ID No:** 10131865  
**NHTSA ODI No:** 20030516  
**Date of Incident:** 2003 LEXUS ES300  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** PACIFIC PALISADES, CA

**NHTSA Summary:**  
SINCE I PURCHASED THE CAR, I HAVE BEEN COMPLAINING ABOUT A HESITATION AND STUTTERING WHEN ACCELERATING AFTER A SLOW-DOWN OR A STOP. I WAS TOLD THERE WAS NOTHING WRONG SEVERAL TIMES AND MORE RECENTLY HAVE BEEN TOLD IT IS A DESIGN FLAW IN THE COMPUTER-CONTROLLED ACCELERATOR AND CANNOT BE FIXED. I HAVE SEVERAL TIMES HAD A CLOSE CALL ON THE FREEWAY WHEN I NEEDED TO ACCELERATE QUICKLY AND THE CAR HESITATED BEFORE ACCELERATING. I HAVE NOT HAD AN ACCIDENT, BUT HAVE BEEN VERY FRIGHTENED BY THE DELAY IN PERFORMANCE. I HAVE HAD 2 PREVIOUS LEXUS ES 300'S THAT DID NOT HAVE THIS PROBLEM. \*NM  
**Additional Summary:**

**Toyota ID No:** 200403181118  
**NHTSA ODI No:** 20040300  
**Date of Incident:** 20030527  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** APPLETON, WI

**NHTSA Summary:**  
\*\*\* PHONE LOG 03/18/2004 03:00:55 PM HSOV

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RNW#040317-000083  
 CUST STS,"EVEN THOUGH TRANSMISSION COMPUTER HAS BEEN REPROGRAMMED (ACCORDING TO DEALER) TRANSMISSION CONTINUES TO SHIFT ERRATICALLY. BRAKE PEDAL IS SPONGY AND TRAVELS BELOW ACCELERATOR PEDAL CAUSING RIGHT FOOT TO BE ON BOTH PEDALS AT THE SAME TIME. CAR HAS SURGED FORWARD SEVERAL TIMES EVEN THOUGH ACCELERATOR PEDAL WAS UNTOUCHED AT THE TIME."  
 \*\*\* SUBCASE 200403181118-1 CREATED 03/18/2004 03:01:36 PM HSOV  
 NCR EMAIL:ED.  
 <AS-HTML>  
 THANK YOU FOR CONTACTING TOYOTA MOTOR SALES, U.S.A., INC.<P>  
 WE APOLOGIZE FOR YOUR CONCERN WITH YOUR 2003 CAMRY.<P>  
 IN ORDER TO PROPERLY ASSESS YOUR CONCERNS, WE HAVE CONTACTED THE CUSTOMER RELATIONS MANAGER AT KOLOSSO TOYOTA TO FURTHER EVALUATE YOUR VEHICLE.<P>  
 TOYOTA DEALERSHIP TECHNICIANS ARE SPECIALIZED IN THE DIAGNOSIS AND REPAIR OF TOYOTA VEHICLES. THEY ARE PROVIDED WITH EXTENSIVE TRAINING AND HAVE ACCESS TO STATE-OF-THE-ART EQUIPMENT TO HELP IN THE ACCURATE DIAGNOSIS OF YOUR VEHICLE. ALSO, IF NECESSARY, WE PROVIDE ADDITIONAL SUPPORT TO ASSIST TOYOTA DEALERSHIP TECHNICIANS IN RESOLVING UNUSUAL VEHICLE CONCERNS.<P>  
 THE CUSTOMER RELATIONS MANAGER WILL CONTACT YOU BY THE END OF THE BUSINESS DAY, TUESDAY, MARCH 23RD. IN THE EVENT YOU DO NOT RECEIVE ANY CONTACT FROM THE DEALERSHIP BY THIS DATE, PLEASE <A href="http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enduser/std\_adp.php?p\_faqid=164&target=\_blank">CONTACT US</A> WITH FILE #200403181118.<P>  
 TOYOTA CUSTOMER EXPERIENCE  
 </AS-HTML>  
 END RESPONSE  
 \*\*\* SUBCASE 200403181118-1 CLOSED 03/18/2004 03:01:37 PM HSOV  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10024048  
**Date of Incident:** 20030529  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** FARMINGDALE, NY  
**NHTSA Summary:**  
 THE DRIVER SHIFTED THE VEHICLE INTO DRIVE AND THE VEHICLE IMMEDIATELY ACCELERATED UP TO ABOUT 20 MPH. THE VEHICLE HIT A CAR AND A TREE BEFORE IT STOPPED. \*AK \*CB \*NLM  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10032687  
**Date of Incident:** 20030529  
**Vehicle:** 2004 TOYOTA COROLLA  
**Location of Incident:** CERRITOS, CA  
**NHTSA Summary:**  
 I BOUGHT A BRAND NEW 2004 TOYOTA COROLLA IN MAY THIS YEAR. A FEW DAYS LATER I WAS DRIVING ON THE FREE WAY AND THE NEW CAR ACCELERATED BY ITSELF. I TRIED TO STEP ON THE BRAKE TO SLOW DOWN, IT BECAME UNCONTROLLABLE. I WAS DRIVING

AT 60 MILES PER HOUR. FINALLY I HAVE TO EXIT THE FREE WAY AND THE CAR HIT THE DIVIDER AND GOT TOTALLY CRASHED.\*AK  
**Additional Summary:**

**Toyota ID No:** 200306121166  
**NHTSA ODI No:**  
**Date of Incident:** 20030600  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** TEMPE, AZ  
**NHTSA Summary:**  
 \*\*\* PHONE LOG 06/12/2003 03:42:40 PM ASCHWARTZ  
 ---FCRP---  
 LETTER REC'D-JUNE 9, 2003  
 CUST STS WAS STOPPED AT A STOP SIGN AND THE VEH LUNGED FORWARD AND ANOTHER VEH STRUCK CUST VEH TRAVELING AT 40 MPH. CUST STS FLS PRODUCT IS TO BLAME FOR ACCIDENT. CUST STS ALSO VEH STALLED OUT. CUST SKS INSPECTION OF VEH FOR CONCERN WITH BRAKES AND STALLING. LEGAL REQUESTS FIELD CONTACT REPORT WITH MANY INTERIOR AND EXTERIOR PHOTOS  
 \*\*\* CASE CLOSE 06/12/2003 03:42:48 PM ASCHWARTZ  
 NCR APOL AND ADV CALLED CUST BACK AND LEFT MSG WITH WIFE  
 \*\*\* NOTES 06/13/2003 04:29:22 PM ASCHWARTZ  
 -INCOMING CUST CALL+  
 CUST CALLED BACK WITH MORE INFORMATION FOR LEGAL TAB. NCR OPENED FILE TO REGION FOR FCRP.

\*\*\* CASE CLOSE 07/24/03 08:06:04 AM DVR4  
 FTS, SCOTT WRIGHT, UNABLE TO INSP VEH AS INS. COMPANY (FARMERS INSURANCE) SOLD VEH AT CUST DISCRETION. FTS ADV CUST THAT COULD NOT INSP BECAUSE OF SITUATION AND CUST OK.  
**Additional Summary:**

**Toyota ID No:** 200306170972  
**NHTSA ODI No:**  
**Date of Incident:** 20030600  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** GREENSBURG, PA  
**NHTSA Summary:**  
 \*\*\* PHONE LOG 06/17/2003 01:13:25 PM GFAULSTICH  
 ---FCRP---  
 LARRY, FROM STATE FARM AT 724-836-9156 STS THAT CUST CLAIMS ACCELERATOR STUCK AND THEY REARENDED A VEH IN FRONT OF THEM TWICE. CUST STS THE VEH IN FRONT OF THEM PUT THE VEH ON REVERSE TO GET THEM TO SLOW THE CUST VEH DOWN. DANTE WAS DRIVER. CUST STS VEH HAS FRONT END DAMAGE. LARRY STS DOESNT HAVE ESTIMATES OF DAMAGES YET. CUST STS WIFE, MARY IN VEH. FLS MANU DEFECT, SKS INSPECTION. LEGAL REQUEST FCRP WITH MANY INTERIOR AND EXTERIOR PHOTOS  
 \*\*\* NOTES 06/17/2003 01:14:00 PM GFAULSTICH  
 +NOTES TO REGION+  
 # ON CASE IS FOR LARRY M AT STATE FARM INSURANCE, PLEASE CONTACT LARRY FOR ALL INFO RE: GAS.  
 \*\*\* NOTES 06/19/03 06:55:19 AM CAT1  
 CONTACTED LARRY M AT STATE FARM (724-836-9156) FOR LOCATION OF VEHICLE. VEH LOCATED AT MIGNOGNA'S, LOIS ROAD, RT 30 EAST, GREENSBURG,PA., 724-838-0444, PATSY

MIGNOGNA CONTACT. AVSD INS AGNT TOYOTA HAS 30 DAYS TO DO INSPECTION. HE REQUESTS TO KNOW DATE BECAUSE CUSTOMER DOES NOT HAVE LOANER INSUR COV FOR 30 DAYS. ADV'D WLD LET HIM KNOW WHEN OUR INSPECTOR GAVE US A DATE.  
 \*\*\* NOTES 06/19/03 07:05:47 AM CAT1  
 SPOKE TO DSPM, HE CAN DO INSPECTION 6/20. ADV'D INSURANCE AGENT.  
 \*\*\* CASE CLOSE 07/14/03 08:24:14 AM CAT3  
 DSPM INSPECTED VEHICLE, REPORT AND PHOTOS SENT TO TECHNICAL FOR REVIEW, LETTER SENT TO CUSTOMER REGARDING FINDINGS.  
**Additional Summary:**

**Toyota ID No:** 200306200152  
**NHTSA ODI No:**  
**Date of Incident:** 20030600  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** GOSHEN, NY  
**NHTSA Summary:**  
 \*\*\* PHONE LOG 06/20/2003 07:40:01 AM DCHILES PURCHASED VEH 3WKS AGO, SINCE THE 1000 MILE CHECK, NOTICE ENGINE REV & PULL FORWARD & CUST HAD TO TURN OFF THE ENGINE TO STOP VEH. CUST CLLD R/A & TOOK TO DLR. DLR INSPECTED & ADV THEY COULDN'T FIND ANYTHING. CUST THEN ASKED FOR FURTHER INSPECTION FROM A LEXUS REP & THE DLR ADVISED HE WOULD HAVE TO CONTACT LCS TO SEND THAT REQUEST. \*\*\* NOTES 06/20/2003 07:57:07 AM DCHILES TO: VICKI NOORIGIAN, CSM FROM: DEVONA CHILES, 310-468-2360 CUST STS CONCERN W/ ENGINE REV'ING & PULLING FORWARD THAT CUST HAD TO TURN OFF THE ENGINE TO GET THE VEH TO STOP. CUST STS HE WOULD LIKE FURTHER INSPECTION FROM A LEXUS REP & WAS TOLD TO CONTACT LCS FOR THE REQUEST. PLEASE RELAY THE REQUEST FOR INSPECTION TO THE DOM & F/UP W/ ME REGARDING HIS COMMENTS. \*\*\* SUBCASE 200306200152-1 CREATED 06/20/2003 07:57:34 AM DCHILES \*\*\* DEALER NOTES: 06/23/03 13:33:41 FTS ADVISED THAT THE EARLIEST DATE TO SEE CAR IS JULY 3RD. CUSTOMER WILL NOT TAKE CA AND DEALER IS AFRAID CAR WILL BE ALEMOM BY THEN \*\*\* DEALER MESSAGE: 06/23/03 13:38:03 FTS HERE ON7/3DEALER SAYS CAR WILL B LEMON BY THEN \*\*\* PHONE LOG 06/24/2003 09:45:50 AM DCHILES ACTION TYPE: OUTGOING CALL CALLED DLR & SPOKE WITH VICKI WHO ADV THE CUST VEH IS AT THE DLR & THEY WILL NOT TAKE IT BACK UNTIL THE INSPECTION HAS BEEN MADE BY A REP. LEFT VMSG FOR MCECCON FOR FURTHER INFO. \*\*\* SUBCASE 200306200152-1 CLOSED 06/24/2003 09:46:11 AM DCHILES \*\*\* SUBCASE 200306200152-2 CREATED 06/24/2003 09:46:28 AM DCHILES \*\*\* PHONE LOG 06/24/2003 09:51:33 AM DCHILES ACTION TYPE: INCOMING CALL MCECCON CALLED & ADV B/C OF THE DAYS DOWN, HE'S CONCERNED VEH MAY BE LEMON. MCECCON ADV HE MADE FTS AWARE OF THE SITUATION. ADV THE CUST REQUESTED THE INSPECTION & DOESN'T WANT TO PICK UP THE VEH, SO THEY WILL WAIT UNTIL INSPECTION. ASKED IF CUST WAS AWARE OF THE DATE. MIKE ADV YES. THANKED FOR CALLING. \*\*\* SUBCASE 200306200152-2 CLOSED 06/24/2003 09:51:40 AM DCHILES \*\*\* SUBCASE 200306200152-3 CREATE  
**Additional Summary:**

**Toyota ID No:** 200306250708  
**NHTSA ODI No:**  
**Date of Incident:** 20030600  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** LA QUINTA, CA  
**NHTSA Summary:**  
 \*\*\* PHONE LOG 06/25/2003 10:56:03 AM STHOMAS CUST STATED THAT HE IS EXTREMELY DISSATISFIED WITH HIS VEH. HE ADV THAT HIS VEH HESITATES WHEN TRYING TO

ACCELERATE. HE STATED THAT WHEN STOPPED, IT WILL REV HIGH AND SURGE FORWARD. CUST ALSO ADV THAT HE IS EXPERIENCING A WHIRLING NOISE IN THE VEH THAT THE DLR HAS NOT DIAGNOSED. CUST IS CURRENTLY WORKING WITH DESERT LEXUS, BUT DID NOT PURCHASE THE VEH THERE. CUST STATED HE EXPECTS VEH TO RUN BETTER OR HE WANTS IT BOUGHT BACK. VEH ONLY HAS 7K MIS. \*\*\* NOTES 06/25/2003 10:57:21 AM STHOMAS TO: GEORGE GLOVER, SM FROM: SHERRY THOMAS (310)468-2163 CUST HAS MULTIPLE CONCERNS WITH HIS ES 300. HE ADV VEH HESITATES AND SURGES. CUST ALSO ADV THAT HE IS EXPERIENCING A WHIRLING NOISE THAT DLR DID NOT DIAGNOSE. CUST STATED HE EITHER WANTS VEH REPAIRED COMPLETELY, OR HE WANTS HIS VEH BOUGHT BACK. PLEASE CONTACT ME TO DISCUSS. THANK YOU! \*\*\* SUBCASE 200306250708-1 CREATED 06/25/2003 10:57:35 AM STHOMAS \*\*\* PHONE LOG 06/26/2003 02:45:54 PM STHOMAS ACTION TYPE: INCOMING CALL SM, GEORGE GLOVER CALLED IN. HE ADV THAT HIS TECH ADV VEH IS OPERATING AS DESIGNED. DLR WAS UNABLE TO DUPLICATE ANY OF HIS CONCERNS. DLR ADV THAT HE HAS HAD SOME CONCERNS WITH THE DLR-CUST RELATIONSHIP ALREADY IN THE PAST. DLR STATED HE WILL SPEAK WITH DOM, LMAYATAKE, TO ADV IF SHE IS WILLING TO MEET WITH CUST AS HE IS SEEKING POSSIBLE BUY BACK. \*\*\* NOTES 07/10/2003 06:23:33 AM STHOMAS LETTER DISPATCHED 7/9/03 HIGHLIGHTING CUST'S SAME CONCERNS. CUST STATES HE WANTS HIS VEH BOUGHT BACK. \*\*\* PHONE LOG 07/10/2003 08:38:26 AM STHOMAS ACTION TYPE: OUTGOING CALL I SPOKE WITH SM, GEORGE GLOVER. HE ADV THAT DOM, LYNN MIYATAKE WAS TO F/U WITH LCS. I ADV THAT SHE HAS NOT CONTACTED US. I ADV SM THAT CUST SENT IN A LETTER STATING HE WANTS HIS VEH BOUGHT BACK. SM SUGGESTED F/U WITH DOM. I ADV THAT I WOULD CONTACT HER. \*\*\* PHONE LOG 07/10/2003 08:40:02 AM STHOMAS ACTION TYPE: OUTGOING CALL I LEFT A DETAILED MSG FOR DOM, LMAYATAKE, REQUESTING C/B T  
**Additional Summary:**

**Toyota ID No:** 200306041159  
**NHTSA ODI No:**  
**Date of Incident:** 20030600  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** HOUSTON, TX  
**NHTSA Summary:**  
 \*\*\* PHONE LOG 06/04/2003 04:00:34 PM ASCHWARTZ  
 ---FCRP---  
 CUST STS WAS PULLING INTO PARKING GARAGE AT 3901 BRIARPARK HOUSTON, TX. CUST STS THAT AS CUST BRAKES THE VEH SURGED FORWARD STRIKING THE WALL IN FRONT OF THE PARKING SPOT. CUST FLS THAT PRODUCT IS TO BLAME FOR CONCERNS. CUST, DRIVER, WEARING SEATBELT, INJURIES TO BACK. CUST SKS INSPECTION TO DETERMINE CAUSE OF CONDITION. LEGAL REQUESTS FIELD CONTACT REPORT WITH MANY INTERIOR AND EXTERIOR PHOTOS  
 \*\*\* NOTES 06/09/03 03:15:07 PM GST3  
 LM DAY# VOICE MAIL  
 \*\*\* NOTES 06/11/03 07:19:50 AM GST3  
 LM FOR CUST AGAIN. EXPL ON VM THAT MY FTS CURR @TMS. ADV I WOULD CONT DLR B/S & REQ THEY TAKE PHOTOS OF DAMAGE AS TO NOT HOLD UP HER RPRS. I WOULD HAVE MY FTS PERF INSP ON BRAKING SYSTEM AFTER BODY RPRS HAVE BEEN COMPLETED & BEFORE SHE IS BACK IN THE CAR. ADV SHE WAS WELCOME TO CALL ME BACK TO DISCUSS FURTHER ( SHE CLLD ME AFTER HOURS). ALSO CLLD 42073'S B/S & LM FOR B/S MGR REQ HE TAKE PHOTOS & EMAIL THEM TO ME.  
 \*\*\* NOTES 06/12/03 08:33:05 AM GST3  
 RECD PHOTOS VIA EMAIL FROM DLR TODAY-WILL FORWARD TO FTS FOR REVIEW- MINIMAL DAMAGE. REG SP/W/CUST YESTERDAY. SHE WANTED TO MAKE SURE THAT IF SHE ALLOWED THE B/S TO BEGIN REPAIRS WE COULD STILL INSP. I ADV THAT WAS NO

PROB-WE WOULD INSP BEFORE SHE GOT BACK IN HER VEH. SHE STATED THAT SHE WAS PULLING INTO A PARKING SPACE, LIGHTLY BRAKING AS YOU NORMALLY WOULD, WHEN SUDDENLY THE VEH ACCELERATED & SHE HIT THE PARKING GARAGE WALL. SHE FEELS THAT POSS THE THE THROTTLE STUCK >  
 \*\*\* NOTES 06/12/03 08:33:44 AM GST3  
 I ADV I DIDN'T THINK THAT WAS POSS DUE TO THE WAY IT IS NOW DESIGNED BUT I WOULD ADV THE FTS AS TO WHAT SHE FELT HAPPENED.  
 \*\*\* NOTES 06/26/03 11:34:41 AM GST3  
 CUST CLLD - L/M V/M STATED B/S HAD CONT HER & VEH WOULD BE READY TO BE P/U TOMORROW. REG CONT FTS & FTS WILL INSP THIS AFTERNOON. REG CONT CUST & SHE WAS PLSD.

\*\*\* CASE CLOSE 07/03/03 02:05:54 PM GST3  
 FTS INSP VEH ON 6/26/03 AS SCHED @42073'S B/S. VEH BODY RPRS HAD BEEN COMPLETED. FTS CHECKED THROTTLE POSITION SENSO  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10290998  
**Date of Incident:** 20030602  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** MELROSE, MA

**NHTSA Summary:**  
 TL \*THE CONTACT OWNS A 2002 TOYOTA CAMRY LE. WHILE DRIVING INTO A PARKING SPACE AND APPLYING PRESSURE TO THE BRAKE PEDAL THE VEHICLE UNEXPECTEDLY ACCELERATED. THE VEHICLE CAME TO A COMPLETE STOP IMMEDIATELY AFTER AN AGGRESSIVE FORCE WAS APPLIED TO THE BRAKE PEDAL. THE IDENTICAL FAILURE OCCURRED ON A SEPARATE OCCASION WITHOUT WARNING. THE CAUSE OF THE FAILURE HAS NOT BEEN DETERMINED. THE CONTACT HAD CONCERNS OF THE SAFETY RISK INVOLVED. UPDATED 11/23/09 \*BF UPDATED 11/24/09  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10080662  
**Date of Incident:** 20030604  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** ROYAL OAK, MI

**NHTSA Summary:**  
 WITHIN 3 WEEKS FROM PURCHASE DATE THE CAR ACCELERATED WHEN I ATTEMPTED TO BRAKE. THIS HAPPENED TWICE. I TOOK THE CAR TO THE DEALER WHO WAS UNABLE TO FIND ANYTHING WRONG. THEY HAD THE CAR FOR A MONTH IN THAT TIME. CORPORATION REPS ALSO TRIED TO FIND THE FAULT. THEY WERE UNABLE TO. I WAS TOLD CAR WAS FINE. I WAS TERRIFIED TO DRIVE IT AND WOULD NOT TAKE IT. THE DEALER WOULD ASUME NO RESPONSIBILITY AND SAID IF I WANTED A NEW CAR I WOULD HAVE TO TRADE THIS MODEL IN TOWARDS THE PURCHASE OF A NEW CAR. BECAUSE I WAS SO AFRAID TO DRIVE IT AND WOULD NOT TAKE THE CAR ANYPLACE ELSE TO SELL BECAUSE I KNEW HOW DANGEROUS IT WAS (AND SO DID THE DEALER AND IF THEY SOLD THAT DANGEROUS CAR TO ANOTHER IT WAS ON THEIR RESPONSIBILITY NOT MINE) I ACCEPTED THE CONDITIONS PUT FORTH BY MY DEALER AND TRADED MY 3 WEEK OLD TOYOTA IN FOR A NEW TOYOTA AND HAD TO PAY AN ADDITIONAL \$4000.00 BECAUSE THE 3 WEEK OLD CAR WITH LESS THAN 1200 MILES ON IT WAS NOW A USED CAR. \*AK  
**Additional Summary:**

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**Toyota ID No:**  
**NHTSA ODI No:** 10044169  
**Date of Incident:** 20030605  
**Vehicle:** 2003 TOYOTA AVALON  
**Location of Incident:** BROOKLYN, NY

**NHTSA Summary:**  
 VEHICLE EXPERIENCED SUDDEN ACCELERATION, JUMPED A CURB AND ENDED UP IN STORE FRONT. \*MR THE CONSUMER HAD DRIVEN IN A GROCERY STORE PARKING LOT WHEN THE INCIDENT OCCURRED. THE CONSUMER REQUESTED TOYOTA TO TAKE POSSESSION OF THE VEHICLE AND REFUND THE FULL PURCHASE PRICE. \*SCC \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10064108  
**Date of Incident:** 20030606  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** SOUTH JORDAN, UT

**NHTSA Summary:**  
 SUDDEN ACCELERATION CAUSED CAR TO JUMP CONCRETE CURB AND HIT A TREE. DRIVER WAS ENTERING A 90 DEGREE PARKING STALL. VEHICLE SPEED BEFORE SUDDEN ACCELERATION WAS LESS THAN TWO MILES PER HOUR (NEARLY STOPPED). \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10022585  
**Date of Incident:** 20030606  
**Vehicle:** 2002 TOYOTA HIGHLANDER  
**Location of Incident:** HARLAN, KY

**NHTSA Summary:**  
 ENGAGED FROM PARK TO DRIVE AND SUDDENLY ACCELERATION HAPPENED, DAMAGING MANY OTHER CARS. DEALER NOTIFIED. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10031275  
**Date of Incident:** 20030617  
**Vehicle:** 2000 LEXUS LX470  
**Location of Incident:** WICHITA FALLS, TX

**NHTSA Summary:**  
 WHILE BACKING OUT VEHICLE STALLED, THEN JUMPED THE CURB, HITTING A TREE. DEALER STATED ACCELERATOR PEDAL GOT STUCK. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10065475  
**Date of Incident:** 20030624  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** PHOENIX, MD

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**NHTSA Summary:**  
 WHILE PULLING INTO A PARKING SPACE, THE VEHICLE SUDDENLY ACCELERATED AND HIT A WALL. THE CAUSE OF THE SUDDEN ACCELERATION WAS UNDETERMINED. \*JB \*SC \*JB  
**Additional Summary:**

**Toyota ID No:** 200306250218  
**NHTSA ODI No:**  
**Date of Incident:** 20030625  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY  
**Location of Incident:** CROMONA, KY

**NHTSA Summary:**  
 \*\*\* PHONE LOG 06/25/2003 08:27:42 AM JPRESHA  
 CUST STS HAS 03 CAMRY & CAMRY SIGN RUSTED AND VEH RPM'S REV UP WITHOUT PRESSING THE ACCELERATOR. CUST STS THINKS CONCERN IS TRANSMISSION. CUST STS DLR. 60 MI AWAY. CUST STS IX AT DLR CUST ADV THAT CAMRY SIGN WAS RUSTING AND ENGINE RPM REV UP. DLR ADV TO BRING VEH BACK. 2X AT DLR. DLR DROVE VEH AND ADV TRANS FINE, & ORDERED CAMRY SIGN. CUST ADV DLR SET APPT FOR CUST TO COME BACK FOR SIGN. 3X AT DLR SIGN NOT AVAIL YET. CUST STS MUST DRIVE BACK. CUST SEEKS GAS REIMB.  
 \*\*\* CASE CLOSE 06/30/03 12:16:57 PM DLR16055  
 CR CALLED CUSTOMER 06/27/2003 3:45PM LEFT MESSAGE FOR CUSTOMER TO RETURN CALL. SHE NEVER RETURNED CALL. PER SERVICE MGR IF CUSTOMER WANTS EMBLEM REPLACED SHE HAS TO RETURN TO DLR. WILL NOT PAY GAS BILL  
**Additional Summary:**

**Toyota ID No:** 20030600  
**NHTSA ODI No:**  
**Date of Incident:** 20030630  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY  
**Location of Incident:** LOUISVILLE, KY

**NHTSA Summary:**  
 \*\*\* PHONE LOG 08/18/2003 09:51:33 AM MCAPPS  
 ARB 03 CAMRY - CUST STS VEH IS CAUSING HER HEMORRHOIDS, BRAKES VIBRATE, ENGINE LUNGING, CUST STS SCRAPING NOISE WHEN TURNING HARD RIGHT, LACK OF POWER. CUST STS DISSATISFIED W/ CAR AND WANTS TO PERSUE ARBITRATION  
 \*\*\* CASE CLOSE 08/19/03 08:16:25 AM CINI  
 CUSTOMER WANTS TO PURSUE ARBITRATION. NCR SENDING PAPERWORK.  
 \*\*\* NOTES 08/19/03 08:39:54 AM CINI  
 GREG KEETON, DEALER SERVICE, STATES THAT CUSTOMER HAS ONLY BEEN AT DEALERSHIP ONE TIME, RO# 817654 ON 8/18/03. CUSTOMER STATED VEHICLE LUNGED FORWARD WHILE DRIVING. DEALER TEST DROVE VEHICLE.  
 \*\*\* NOTES 08/19/2003 09:11:25 AM WSAMUELS  
 AS REQUESTED, ARB.PPWK SENT TO THIS CUSTOMER VIA USPS FIRST CLASS MAIL DATED 8/19/03.  
**Additional Summary:**

**Toyota ID No:** 200307291249  
**NHTSA ODI No:**  
**Date of Incident:** 20030700  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** BUFORD, SC

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**NHTSA Summary:**  
 \*\*\* PHONE LOG 07/29/2003 03:04:32 PM QHOLMES  
 ===FCR===  
 CUST STS VEH WAS IDLING IN PARK (304 FEDERAL ST BUFORD SC 29902-4764) & SUDDENLY ACCELERATED IN REVERSE W/DRIVERS DOOR OPEN. STS WAS NOT IN THE VEH AT TIME OF ACCIDENT. STS WAS "DRAGGED" BY DRIVERS SIDE DOOR. STS VEH RAN INTO TREE & STOPPED. STS VEH HAS NOT BEEN RPR. LEGAL REQUESTS FCRP WITH MANY INTERIOR AND EXTERIOR PHOTOS  
 \*\*\* NOTES 07/30/03 04:46:27 AM SET5  
 RCR NOTES CURRENT LOCATION OF VEHICLE (BLUFFTON, SC) IS IN SET5 DISTRICT 6.  
 \*\*\* NOTES 07/31/03 10:33:38 AM SET5  
 BLUFFTON, SC APPROX 20 MILES SOUTH OF BEAUFORT, SC, CLOSEST TOYOTA DEALERSHIP IS STOKES BROWN 39040.  
 \*\*\* NOTES 07/31/03 10:55:35 AM SET5  
 RCR CALLED CUST TO ACKNOWLEDGE HER FILE/INSPECTION REQUEST, RCR REITERATED 30-30. CUST UNDERSTOOD. C/S KEYS W/VEH AND WILL HOLD OFF ON REPAIRS UNTIL INSP COMPLETED. CUST REQUESTED LOANER VEHICLE. RCR APOL ADV'D NO ASSIST. RCR ADV'D CUST REGION WOULD ADVISE WHEN INSPECTION COMPLETED AND THEN WOULD REFER TO TMS LEGAL. C/S WILL PERSUE LEGAL. C/S HAS \$500 DEDUCTIBLE FOR A RENTAL VEH. RCR ADV'D WOULD DOC FILE, CUST THANKED.  
 \*\*\* NOTES 08/01/03 11:44:58 AM SET9  
 REGION FORWARDED FCR TO DOM RON GUNDERMAN FOR COMPLETION.  
 \*\*\* NOTES 08/04/03 01:53:16 PM SET9  
 CUST CALLED REGION OFFICE, CRC RE-REVIEWED CASE W/ CUST PER CUST REQUEST. CUST STS WAS NOT IN VEHICLE. STS VEH ACCEL BY ITSELF FROM PARK TO REVERSE, ACCEL AT HIGH ENOUGH SPEED TO TURN VEH AND HIT TREE. CUST STS FEELS MANUF DEFECT, SEEKS COMP FROM TOY. CUST STS SEEKS RENTAL VEH WHILE WAITING FOR INSP. CRC APOL. EXPL TOY DOES NOT AUTH RENTAL VEH DURING THIS PROCESS, EXPL COURTESY INSP. CUST CAN ADDRESS RENTAL VEH BILL AT TIME OF TMS RESPONSE TO CUST. CUST REQ ETA ON INSP.  
 \*\*\* NOTES 08/04/03 01:54:35 PM SET9  
 -CONT- CRC EXPL INSP CAN TAKE UP TO 30 DAYS. EXPL DOM EXPL MAY BE ABLE TO INSP VEH BY 8/15. NO GUARANTEES. EXPL REGION WILL PROVIDE UPDATE IF ETA CHANGES. EXPL ONCE INSP HAS BEEN COMPLETED, DOM WILL FORWARD PICS/REPORT TO TMS FOR REVIEW AND RESPONSE TO CUST. C  
**Additional Summary:**

**Toyota ID No:** 200307080785  
**NHTSA ODI No:**  
**Date of Incident:** 20030700  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** MAMARONECK, NY

**NHTSA Summary:**  
 \*\*\* PHONE LOG 07/08/2003 11:15:24 AM ASCHWARTZ  
 ===FCR===  
 TRAC VEH FOR DLR  
 REGION CONTACT TERRY AT TOYOTA CITY  
 DRIVER RENTER FRANK PASTORE 914-633-3636 & 212-642-6407  
 CUST STS WAS TRAVELING ON CALIFORNIA ROAD AT INTERSECTION OF MILL ROAD. CUST STS ACCELERATED TO MAKE A LEFT AT MILL RD AND CUST STRUCK VEH IN FRONT OF CUST. CUST STS THAT ACCELERATOR STUCK AND CAUSED ACCIDENT. DRIVER, WEARING SEATBELT, NO INJURIES. FRONT PASSENGER, WEARING SEATBELT, NO INJURIES. CUST FLS PRODUCT IS TO BLAME FOR ACCIDENT. LEGAL REQUEST-  
 \*\*\* NOTES 07/08/2003 11:15:24 AM ASCHWARTZ

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>>FIELD CONTACT REPORT WITH MANY INTERIOR AND EXTERIOR PHOTOS  
 \*\*\* NOTES 07/09/03 05:50:38 AM NY5  
 CASE DISPATCHED TO HANNA DIVER  
 \*\*\* NOTES 07/09/03 06:03:16 AM NY5  
 CLLD TERRY AT DLR TO VERIFY VEH LOCATION. VEH IS AT DLR.  
 \*\*\* NOTES 07/09/03 06:24:36 AM NY5  
 CLLD CUST AT 914-633-3636. CUST STS HE CAN ALSO BE REACHED AT HIS CEL 914-588-6275.  
 CUST STS HE RECEIVED A LETTER FROM CAMBRIDGE TRANSPORTATION SERVICES  
 STATING THAT HE HAS UNTIL JULY 23 TO LET THEM KNOW WHETHER HE WILL BE  
 GETTING REPRESENTATION IN INSPECTING THE VEHICLE INVOLVED IN THE ACCIDENT.  
 ADV CUST THAT TOYOTA FTS INSPECTION IS TAKING PLACE BECAUSE HE STS THAT VEH  
 ACCELERATED ON ITS OWN W/O HIM HITTING THE GAS PEDAL.  
 \*\*\* NOTES 07/09/03 06:26:27 AM NY5  
 CALLED CAMBRIDGE TRANS SERVICES AND LEFT VMAIL FOR PATRICIA WITKOWSKI AT  
 800-559-8322 X2193 REQ A C/B FOR CLARIFICATION ON LETTER SENT TO CUSTOMER.  
 \*\*\* NOTES 07/10/03 12:23:48 PM NY4  
 CASE ASSIGNED TO FTS M MARSNICK.  
 \*\*\* NOTES 07/11/03 07:50:35 AM NY5  
 SENT EMAIL AND LEFT VMAIL FOR MMARSNICK REQ AN INSPECTION DATE ASAP.  
 \*\*\* NOTES 07/11/03 09:08:31 AM NY4  
 REC'D REQUEST FROM LEGAL DEPT, JOHN RODRICKS. HE REQUESTS A COPY OF THE FTS  
 FCR WHEN COMPLETED. LEFT VC ML MSG FOR FTS M MARSNICK TO ADVISE WHEN THE  
 VEHICLE WILL BE INSPECTED AND THAT A COPY OF THE REPORT IS NEEDED BY LEGAL,  
 A108.

\*\*\* CASE CLOSE 08/04/03 10:58:26 AM NY4  
 FTS M MARSNICK INSPECTED VEHICLE ON 7/21/2003.  
 \*\*\* NOTES 08/19/03 0

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10026392  
**Date of Incident:** 20030701  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** FORT LAUDERDALE, FL  
**NHTSA Summary:**  
 WHILE TRAVELING THE VEHICLE SURGED FORWARD, SUDDENLY ACCELERATED AND  
 CRASHED INTO A FENCE. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10108183  
**Date of Incident:** 20030701  
**Vehicle:** 2004 LEXUS RX330  
**Location of Incident:** WALNUT, CA  
**NHTSA Summary:**  
 I AM LEASING A 2004 LEXUS RX 330 FWD WITH ABOUT 20,000 MILES ON IT. WHEN I TRY TO  
 APPLY THE THROTTLE AFTER SLOWING DOWN THERE IS A SEVERE HESITATION,  
 USUALLY FOLLOWED BY A SUDDEN SURGE IN POWER. AT TIMES THERE IS AN  
 ADDITIONAL HESITATION WHILE THE TRANSMISSION IS DECIDING WHAT GEAR IT  
 SHOULD BE IN. THIS IS ESPECIALLY NOTICEABLE WHILE MAKING A TURN AT AN  
 INTERSECTION, AND ESPECIALLY DANGEROUS IF THERE ARE PEDESTRIANS IN THE  
 INTERSECTION. I HAVE HAD IT TO THE LEASING DEALER (LONGO LEXUS) AND THEY

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*Toyota Sudden Unintended Acceleration: Appendix A*

REPROGRAMMED THE TRANSMISSION, WHICH PROVIDED A TEMPORARY AND PARTIAL  
 FIX. AFTER A FEW WEEKS, APPARENTLY THE TRANSMISSION REPROGRAMMED ITSELF  
 AND THE PROBLEM RETURNED. I TOOK THE CAR TO A SECOND DEALER AND HE SAID  
 THAT THEY HAD MANY SIMILAR COMPLAINTS ABOUT THAT DRIVELINE, BUT THERE WAS  
 NO FACTORY FIX. I CALLED LEXUS CUSTOMER SERVICE AND THEY SAID THE SAME. THIS  
 PROBLEM BEGAN SHORTLY AFTER I GOT THE CAR IN APRIL 2003 AND STILL EXISTS. IF  
 LEXUS TRULY WANTED TO FIX THIS PROBLEM, IT WOULD HAVE ALREADY BEEN DONE.  
 THEY NEED A PUSH. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10029426  
**Date of Incident:** 20030706  
**Vehicle:** 2003 TOYOTA HIGHLANDER  
**Location of Incident:** FRISCO, TX  
**NHTSA Summary:**  
 CONSUMER FEELS THAT THE LOCATION OF THE BRAKE/GAS PEDAL ARE TOO CLOSE.  
 THIS RESULTED IN ACCIDENTAL ACCELERATION WHILE REVERSING.\*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10045988  
**Date of Incident:** 20030710  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** WINDBER, PA  
**NHTSA Summary:**

2003 TOYOTA CAMRY IS EQUIPPED WITH ELECTRONIC COMPUTER CONTROLLED  
 THROTTLE, ELECTRONIC COMPUTER CONTROLLED TRANSMISSION, AND CRUISE  
 CONTROL. AT VARIOUS TIMES THE CAR WILL EITHER HESITATE FOR 5-10 SECONDS WHEN  
 ACCELERATION IS DEMANDED OR ALTERNATIVELY UNDER LIGHT THROTTLE IT WILL  
 SHIFT DOWN SEVERAL GEARS THE ENGINE RACING MADLY AND ACCELERATE. IN  
 CRUISE CONTROL IT SOMETIMES SHIFTS DOWN AND ACCELERATES 15 MPH OVER THE  
 SETPOINT.\*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10026991  
**Date of Incident:** 20030710  
**Vehicle:** 2003 TOYOTA MATRIX  
**Location of Incident:** ISLAND HEIGHTS, NJ  
**NHTSA Summary:**

WHILE TRAVELING ON THE HIGHWAY AND WITHOUT PRIOR WARNING, THE VEHICLE  
 SUDDENLY ACCELERATED. \*AK THE CONSUMER WAS UNABLE TO READ THE  
 DASHBOARD LIGHTS WHEN THE SUN WAS EXTREMELY BRIGHT. \*TS \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10028357  
**Date of Incident:** 20030711  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** BRONX, NY

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*Toyota Sudden Unintended Acceleration: Appendix A*

**NHTSA Summary:**  
 THREE TIMES CONSUMER WENT TO TOYOTA TO TELL THEM THAT SOMETHING WAS  
 WRONG WITH MY BRAKES. THE FIRST TIME, (MAY 3/03) WAS BRAKING SLOWLY AND 2002  
 CAMRY JUMPED AHEAD, THE BRAKES DID NOT WORK. THE SECOND TIME(MAY 28/03) I  
 CONSUMERWENT IN, TOLD THEM BRAKE PEDAL WENT SLOWLY DOWN TO THE FLOOR  
 WHEN STOPPING FOR A LIGHT. 1993 CAMRY NEVER DID THAT. ALSO NO OHTER CAR I  
 HAD DID THAT. THEY TESTED, SAID NOTHING WAS WRONG. THE THIRD TIMEON JULY 3,  
 CONSUMERTOLD THEM, DO NOT TELL ME NOTHING WAS WRONG WITH BRAKES, DID NOT  
 WANT TO HEAR IT! HE DROVE THE CAR AND SAID NOTHING WAS WRONG. NOW ON JULY  
 11, 2003, WHILE PARKED AT MACY'S MALL AT CROSS COUNTY, I AM BACKING UP SLOWLY  
 OUT OF MY SPACE, AND ALL OF A SUDDEN, CONSUMER'S VEHICLE JUMPED AHEAD  
 FLYING AND HIT TWO PARKED CARS FACING HER. ALL THE VEHICLES HAD DAMAGE.  
 CONSUMER WILL NEVER DRIVE THAT CAR AGAIN, COULD HAVE KILLED SOMEONE.\*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10062636  
**Date of Incident:** 20030716  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** MCCALLA, AL  
**NHTSA Summary:**

SURGE PROBLEM. I HAVE A 2003 TOYOTA CAMRY SE. AT TIMES, WHEN I SLOW DOWN  
 ALMOST TO A STOP AND THEN RE-ACCELERATE MY CAR SURGES FORWARD RATHER  
 THAN ACCELERATING SMOOTHLY.\*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10061725  
**Date of Incident:** 20030717  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** MIAMI, FL  
**NHTSA Summary:**

WHILE PARKING CONSUMER DEPRESSED THE BRAKE PEDAL AND VEHICLE LURCHED  
 FORWARD, HITTING A BUILDING. THE FRONT OF THE VEHICLE WAS DAMAGED.  
 VEHICLE WAS TAKEN TO THE DEALER, WHO COULD NOT DETERMINE THE CAUSE OF THE  
 PROBLEM. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10118907  
**Date of Incident:** 20030721  
**Vehicle:** 2001 TOYOTA PRIUS  
**Location of Incident:** SAN DIEGO, CA  
**NHTSA Summary:**

A READER OF THE SAN DIEGO UNION-TRIB WHEELS SECTION RESPONDED TO AN ARTICLE  
 REGARDING UNEXPECTED ACCELERATION FROM ELECTRONIC THROTTLES AND THE  
 EDITOR FORWARDED THE LETTER TO NHTSA.\*\*NO ANSWER REQUIRED\*\* \*MR WHILE  
 PARKING IN A DIAGONAL PARKING SPACE THE CONSUMER'S VEHICLE ACCELERATED  
 SUDDENLY ACROSS A SIDEWALK AND HIT AN ELECTRIC BOX. THIS SUDDEN  
 ACCELERATION PROBLEM HAPPENED AGAIN WHILE THE CONSUMER WAS PARKING.  
 THAT TIME NOT ACCIDENT OCCURRED. \*BF \*NM  
**Additional Summary:**

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*Toyota Sudden Unintended Acceleration: Appendix A*

**Toyota ID No:**  
**NHTSA ODI No:** 10031644  
**Date of Incident:** 20030730  
**Vehicle:** 2003 TOYOTA 4RUNNER  
**Location of Incident:** SCOTCH PLAINS, NJ  
**NHTSA Summary:**

WHILE TRAVELING ON THE HIGHWAY WITHOUT PRIOR WARNING, THE VEHICLE WILL  
 SUDDENLY ACCELERATED. PLEASE FILL IN ADDITIONAL INFORMATION DEALER IS  
 AWARE OF THE PROBLEM.  
**Additional Summary:**

**Toyota ID No:** 200308280648  
**NHTSA ODI No:**  
**Date of Incident:** 20030800  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY  
**Location of Incident:** OAKLAND GARDENS, NY  
**NHTSA Summary:**

\*\*\* PHONE LOG 08/28/2003 10:23:47 AM ECAMPOS  
 ===PA===CUST STS OWNS 03 CAMRY STS HAVE BEEN HAVING TRANS SINCE VEH WAS  
 FIRST PURCH. STS TOOK VEH TO DLR FOR INSPECTION. STS DLR ADJUSTED TRANS &  
 ISSUE STILL PERSIST. STS DLR HAD TOY REP TEST DRIVE VEH, WHO ADV NORMAL FOR  
 VEH. STS FLS THIS IS NOT NORMAL CONDITION FOR VEH. STS VEH SURGES FOWARD IN  
 SLOW TRAFFIC. STS ALSO BRAKE PEDAL IS SOFT & SINKS DOWN. STS DLR ADV WOULD  
 REPLACE MASTER CYLINDER. >>>  
 \*\*\* NOTES 08/28/2003 10:23:47 AM ECAMPOS  
 >>>LATER FOUND OUT MASTER CYLINDER WAS NOT REPLACED. STS DLR RESURFACED  
 ROTORS & REPLACED BRAKES. STS STILL HAS SOFT BRAKES ISSUE. STS WOULD ALSO  
 LIKE TO HAVE MASTER CYLINDER REPLACED.  
 \*\*\* NOTES 09/02/03 04:15:21 PM NY5  
 CASE DISPATCHED TO DSPM J. PISTILLI AND CC FTS J NEIL

\*\*\* CASE CLOSE 09/22/03 10:56:57 AM NY5  
 DSPM TO MEET W/CUST ON 9/23/03 AT 10AM AT PENN TOYOTA  
 \*\*\* NOTES 09/30/03 06:06:17 PM NY5  
 DSPM JPISTILLI TEST DROVE VEH W/ CUST AND VEH OPER AS DESIGNED. CUST STS VER  
 CONCERNED ABOUT CONCERN. DSPM AUTH THE TRANS REPLACED.  
**Additional Summary:**

**Toyota ID No:** 200308271595  
**NHTSA ODI No:**  
**Date of Incident:** 20030800  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** SILVER SPRING, MD  
**NHTSA Summary:**

\*\*\* PHONE LOG 08/27/2003 04:07:07 PM AHHEYDON  
 PA-NO PREVIOUS FILES CUST STS HE IS HAVING CONCERNS WITH VEH. CUST STS VEH IS  
 ACCELERATING AT INFREQUENT INTERVALS. CUST STS WHEN YOU TAKE FOOT OFF OF  
 ACCELERATOR, VEH STAYS AT SAME SPEED AND THEN DECELERATES. CUST STS DLR  
 HAS INSPECTED VEH AND DLR UNABLE TO DUPLICATE. CUST STS HE HAS TAKEN VEH TO  
 DLR 10X'S. CUST STS INTERIOR ON DRIVER'S SIDE THERE IS A PIECE OF PLASTIC THAT IS  
 MISSING. CUST STS MOTOR WAS RETURNED DIRTY.

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\*\*\* NOTES 08/27/2003 04:07:07 PM AHEYDON  
 CUST STS THE 3RD TIME AT DLR HE HAD TO WAIT 6 HOURS FOR RPRS AND VEH WAS  
 RETURNED DIRTY. CUST STS HE SPOKE TO RICHARD AT DLR AND HE ADV THAT HE DOES  
 NOT GIVE ANYTHING OUT TO COVER ERRORS. CUST STS JEREMY AT DLR ADV HE DOES  
 NOT WANT TO CLEAN VEH ANY LONGER. CUST STS HE WAS ALSO SOLD A DEMO AND NOT  
 A BRAND NEW VEH. CUST STS NO ONE AT DLR KNEW OF FAX# FOR PRESIDENT OR NAME  
 OF PRESIDENT OF TOYO. CUST STS HE DOES NOT WANT TO DEAL WITH DLR ANY LONGER.  
 \*\*\* NOTES 08/29/03 11:53:23 AM CAT6  
 ATTEMPTED TO CONTACT CUSTOMER. LEFT MSG WITH FEMALE AT NUMBER FOR  
 RETURN CALL TO DISCUSS CONCERNS.  
 \*\*\* NOTES 08/29/2003 02:22:27 PM TCHAITERAPINYO  
 LEMON LAW CASE CREATED 8/29. CASE # 2003008291128.  
 \*\*\* NOTES 09/02/2003 01:05:47 PM ECAMPOS  
 CUST C/B STS SKS TO SPEAK TO AHEYDON. NCR ADV AHEYDON IS NOT AVAIL. CUST STS  
 VEH IS UNSAFE & WOULD LIKE TO HAVE ISS RESOLVED AS SOON AS POSSIBLE. NCR APOL  
 & ADV WILL CONTACT REGION & C/B. NCR CONTACTED CAT6 DEBBIE SIMONS WHO ADV  
 CONTACTED CUST & IS TRYING TO SCHEDULE DSPM MEETING. STS WILL CONTACT CUST  
 WHEN TIME & DATE IS SET. NCR ADV WILL CONTACT CUST & ADV ACCORDINGLY. NCR  
 CONTACTED CUST & ADV MEETING IS BEING SCHEDULED W/ DSPM. >>>  
 \*\*\* NOTES 09/02/2003 01:16:44 PM ECAMPOS  
 ===OUTGOING CALL===NCR CONTACT CUST & ADV MEETING IS BEING SET UP BY  
 REGION REP DEBBIE SIMONS. NCR ADV CUST WILL BE CONTACTED WHEN MEETING TIME  
 & DATE HAS BEEN SET. CUST STS DOES NOT WANT TO MEET @ DLR. STS WOULD LIKE TO  
 NOTE THAT MEETING SHOULD HAPPEN SOON B/C VEH IS NOT S

**Additional Summary:**

**Toyota ID No:** 200308130329  
**NHTSA ODI No:**  
**Date of Incident:** 20030800  
**Vehicle:** 2003 TOYOTA, LEXUS ES300  
**Location of Incident:** KENNESAW, GA  
**NHTSA Summary:**  
 \*\*\* PHONE LOG 08/13/2003 08:49:51 AM AWU1 WRITTEN DISPATCHED: 8/13/03. ES 300 IS 2ND  
 LEXUS CUST PURCH FROM NALLEY LEXUS IN MARIETTA DURING PAST 2YRS. FIRST  
 PURCH A NEW '01 IS 300. DURING LANE CHANGES (ACCELERATING OR DECELERATING  
 TRANS SHIFTS FREQ RESULT IN AN UNNERVING JERKING. ON ATLANTA'S FREETWAYS THIS  
 IS ESPECIALLY FRIGHTEENING WHEN VEH SURGES OR HESITATES UNEXPECTEDLY. OTHER  
 PROBLEM. PERHAPS RELATED WHEN VEH IS AT REST. NO REASON. VEH WILL SUDDENLY  
 SURGE FWD. MORE THAN ONCE. JOLT CAUSED CUST TO LOOK TO HER \*\*\* NOTES  
 08/13/2003 09:01:13 AM AWU1 REAR. THINKING CUST HAS BEEN REAR-ENDED. BOTH  
 SITUATIONS ARE SO UNSETTLING THAT CUST NOW FEAR FOR CUST'S SAFETY WHEN  
 DRIVING VEH. CUST BECAME AWARE OF ISSUES SHORTLY AFTER PURCH VEH. SEVERAL  
 FRIENDS COMMENTED ON JERKING WHENEVER THEY RODE VEH. \*\*\* COMMIT 08/13/2003  
 09:01:37 AM AWU1 ACTION TYPE: CUSTOMER \*\*\* FULFILL. 08/13/2003 09:04:34 AM AWU1  
 ACTION TYPE: CUSTOMER \*\*\* PHONE LOG 08/13/2003 09:06:09 AM AWU1 ACTION TYPE:  
 OUTGOING CALL SPOKE W/CUST, THANKED CUST FOR COMMENTS, ADV WILL DOC. ADV  
 CUST WE DO HAVE A RESOLVE FOR THE DRIVING RESPONSE AND CUST WOULD JUST  
 NEED TO SCHED APPT W/SVC DEPT AT THEIR EARLIEST CONVENIENCE FOR DLR TO  
 ADDRESS CUST'S ISSUE. CUST STS THEY HAVE ALREADY CONTACTED DLR SVC DEPT AND  
 DOES NOT REQ FURTHER ASSTNC FROM LCS. CUST SATIS. CUST STS IF THEY NEED ADDTL  
 ASSTNC FROM LCS, THEY WILL CALL LCS. \*\*\* CASE CLOSE 08/13/2003 09:06:54 AM AWU1  
 CUST HAS ALREADY CONTACTED DLR SVC DEPT TO ADDRESS AUTO TRAN ISSUE. CUST  
 SATIS AND DOES NOT REQ FURTHER ASSTNC FROM LCS. CUST APPRECIATES F/UP CALL  
 FROM LCS.

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**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10032155  
**Date of Incident:** 20030801  
**Vehicle:** 2004 TOYOTA COROLLA  
**Location of Incident:** CANYON COUNTRY, CA  
**NHTSA Summary:**  
 CONSUMER STATES THAT BRAKE PEDAL WAS TOO CLOSE TO THE GAS PEDAL. WHEN THE  
 BRAKES WERE DEPRESSED THE CONSUMER'S FOOT ALSO PRESSED THE GAS PEDAL.  
 WHICH ALMOST CAUSED AN ACCIDENT. \*AK (SHAWN T. HEBLEY 08/20/03) \*SCC \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10063543  
**Date of Incident:** 20030820  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** CONCORD, CA  
**NHTSA Summary:**  
 VEHICLE EXPERIENCED SUDDEN ACCELERATION UPON PULLING INTO A SPACE IN AN  
 OPEN PARKING LOT. THIS RESULTED IN VEHICLE JUMPING THE CURB, GOING THROUGH  
 GRASS, OVER THE MEDIUM, AND LANDING ON A PARKED VEHICLE ON THE LOWER LEVEL.  
 DEALERSHIP PERFORMED A DIAGNOSTIC TEST, BUT NO FAILURE CODE WAS FOUND. \*AK  
 THE CONSUMER PULLED INTO THE PARKING SPACE, THE VEHICLE DID NOT MOVE  
 FORWARD, THE CONSUMER LIGHTLY PLACED HER FOOT ON THE GAS AND THE VEHICLE  
 LURCHED FORWARD. \*SC \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10090161  
**Date of Incident:** 20030820  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** THOUSAND OAKS, CA  
**NHTSA Summary:**  
 WHILE APPLYING THE ACCELERATOR PEDAL VEHICLE FAILED TO ACCELERATE.  
 CONSUMER APPLIED THE BRAKE PEDAL AND THE VEHICLE ACCELERATED  
 UNCONTROLLABLY. VEHICLE WAS TAKEN TO THE DEALER FOR INSPECTION, AND  
 MECHANIC DETERMINED THAT THE TRANSMISSION FLUID NEEDED TO BE REPLACED,  
 AND REPLACED IT. HOWEVER, THE PROBLEM RECURRED, AND THE VEHICLE WAS  
 TAKEN BACK TO THE DEALER. HOWEVER, MECHANIC COULD NOT DUPLICATE THE  
 PROBLEM. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10037700  
**Date of Incident:** 20030823  
**Vehicle:** 2002 TOYOTA SEQUOIA  
**Location of Incident:** NEWARK, DE  
**NHTSA Summary:**  
 WHILE DRIVING AT 20 MPH AND WITH NO WARNING VEHICLE ACCELERATED, AND  
 CAUSED THE CONSUMER TO LOSE CONTROL OF VEHICLE. AS A RESULT THE VEHICLE

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*Toyota Sudden Unintended Acceleration: Appendix A*

TRAVELED INTO A YARD AND HIT A TREE BEFORE IT STOPPED. \*AK THE ENGINE WAS  
 LEFT RUNNING. THE VEHICLE WAS IN THE PARK POSITION. \*SCC  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10038252  
**Date of Incident:** 20030825  
**Vehicle:** 2003 TOYOTA AVALON  
**Location of Incident:** GOODE, VA  
**NHTSA Summary:**  
 WHEN DRIVING AND APPLYING BRAKES ENGINE WOULD START TO REV THIS WOULD  
 CAUSE A HESITATION IN THE VEHICLE WHEN THE ACCELERATOR WAS DEPRESSED. HAD  
 TAKEN TO DEALER AND THE PROBLEM HAD NOT BEEN RESOLVED.\*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10045176  
**Date of Incident:** 20030826  
**Vehicle:** 2002 TOYOTA HIGHLANDER  
**Location of Incident:** GREENVILLE, SC  
**NHTSA Summary:**  
 DRIVER MADE A LEFT TURN WITH FOOT ON BRAKE PEDAL AND ROLLED INTO A PARKING  
 SPOT WITHIN A PARKING LOT, ESTIMATED SPEED TO BE 2 MPH. THE ENGINE SURGED  
 AND THE CAR RAN OVER 3 SMALL TREES, WENT UP AN INCLINE APPROXIMATELY 3 FT.  
 HIGHER THAN THE PARKING LOT, THEN PROCEEDED APPROXIMATELY 8 FEET INTO THE  
 ADJACENT PROPERTY THEN STRUCK THE BRICK CHIMNEY OF A HOUSE AND BOUNCED  
 BACK INTO THE PARKING LOT. THE BRAKES WERE DEPRESSED DURING THIS  
 OCCURRENCE BUT DID NOT STOP THE CAR.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10295531  
**Date of Incident:** 20030827  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** GREENWICH, CT  
**NHTSA Summary:**  
 2003 TOYOTA CAMRY XLE WHILE STOPPED WITH FOOT ON THE BRAKE IN A LINE OF  
 CARS WAITING FOR THE TRAFFIC LIGHT TO TURN GREEN, CAR SUDDENLY ACCELERATED  
 AND CRASHED INTO THE REAR OF THE CAR IN FRONT CAUSING SIGNIFICANT FRONT-END  
 DAMAGE TO OUR CAR. AGAIN, THE DRIVER'S FOOT WAS ON THE BRAKE. THE FLOOR  
 MAT (1) WAS ALL THE WAY BACK AGAINST BASE OF THE SEATS AND NOT IN THE AREA  
 OF THE ACCELERATOR PEDAL AND (2) THE MAT IS BY DESIGN, CUT BACK 3 TO 4 INCHES  
 SHORT OF THE CARPETED AREA UNDER, NEAR AND AROUND THE ACCELERATOR PEDAL,  
 AND (3) THE BASE AND REAR OF THE ACCELERATOR PEDAL ARE SUSPENDED 2 1/2 TO 3  
 INCHES AWAY FROM THE CARPETED FLOOR AND IT IS VERY DIFFICULT TO PRESS THE  
 ACCELERATOR TO A POSITION CLOSE TO THE FLOOR--AND IT DEFINITELY BEYOND THE  
 PEDAL TRAVEL DISTANCE THAT DRIVERS WOULD/COULD PRESS ON THE ACCELERATOR  
 PEDAL. PROBLEM WAS REPORTED TO TOYOTA DEALER SERVICE ASSOCIATE WHO SAID  
 "NO PROBLEM FOUND." PROBLEM CONTINUES TO OCCUR PERIODICALLY, BUT WE NOW  
 KNOW TO PRESS DOWN HARDER THAN NORMAL WHEN STOPPED AT TRAFFIC LIGHTS  
 AND IN STOP AND GO TRAFFIC. (WE ALSO NOTED A SIMILAR PROBLEM WITH OUR 2006  
 TOYOTA CAMRY XLE--BUT THE PROBLEM HAPPENS WHEN CAR IS IN REVERSE. WHEN

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*Toyota Sudden Unintended Acceleration: Appendix A*

STARTING UP IN THE MORNING AND BACKING OUT OF THE GARAGE WITH FOOT  
 COVERING THE BRAKE (AND NOT ON THE ACCELERATOR PEDAL), THE ENGINE RPM'S  
 SUDDENLY ACCELERATE AND IF YOU AREN'T AWARE OF THE PROBLEM AND DON'T HAVE  
 YOUR FOOT ON THE BRAKE, THE CAR CAN SPEED UP SIGNIFICANTLY AND GO OUT OF  
 CONTROL. THIS PROBLEM WAS ALSO REPORTED TO TOYOTA DEALER SERVICE  
 ASSOCIATE WHO ALSO SAID: "NO PROBLEM FOUND.") \*TR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10038103  
**Date of Incident:** 20030829  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** NILES, IL  
**NHTSA Summary:**  
 THE VEHICLE WAS BEING RE-PARKED, PARALLEL TO THE CURB. WITH THE DRIVERS  
 FOOT ON THE BRAKE, SHIFTED FROM PARK TO DRIVE AND THE VEHICLE ACCELERATED  
 FORWARD, THROUGHOUT THE INTERSECTION, OVER A CURB INCREASING IN SPEED. THE  
 AIR BAG DID NOT DEPLOY. THE DRIVER ATTEMPTED TO BRAKE, BUT THE VEHICLE DID  
 NOT RESPOND. THE VEHICLE WAS TOTALED. \*AK \*SCC  
**Additional Summary:**

**Toyota ID No:** 200309291209  
**NHTSA ODI No:**  
**Date of Incident:** 20030900  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** FAIR LAWN, NJ  
**NHTSA Summary:**  
 \*\*\* PHONE LOG 09/29/2003 01:42:21 PM GFAULSTICH  
 ===FCRP===  
 CUST STS WAS ON HER WAY TO WORK AND SHE WAS PULLING INTO PARKING SPACE  
 WHILE BRAKING AND ALL OF SUDDEN MADE A GRINDING NOISE AND ACCELERATED ON  
 ITS OWN AND CRASHED INTO HOUSE NEXT STORE AND MADE A HOLE INTO THE HOUSE.  
 CUST STS WALL WAS CEMENT. CUST STS AIRBAGS DID NOT DEPLOY, AND FLS THEY  
 SHOULD OFF. CUST SKS INSPECTION ONLY, FLS MANU DEFECT. LEGAL REQUEST FCRP  
 WITH MANY INTERIOR AND EXTERIOR PHOTOS.  
 \*\*\* NOTES 09/30/03 07:16:02 PM NY5  
 CASE DISPATCHED TO HDIVER.  
 \*\*\* NOTES 10/01/03 06:58:32 AM NY4  
 CASE ASSIGNED TO FTS M MARSNICK.  
 \*\*\* NOTES 10/07/03 01:36:13 PM NY5  
 VEH LOCATED AT MAIN AUTO BODY 973-340-9884. 650 OUTWATER LANE LODI, NJ 07644  
 \*\*\* NOTES 10/07/03 01:36:36 PM NY5  
 LEFT VMAIL FOR FTS MMARSNICK REQ DATE FOR INSPECTION.

\*\*\* CASE CLOSE 10/17/03 11:39:14 AM NY4  
 FTS M MARSNICK INSPECTED VEHICLE ON 10/03/2003.  
**Additional Summary:**

**Toyota ID No:** 200310011163  
**NHTSA ODI No:**  
**Date of Incident:** 20030900  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300

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*Toyota Sudden Unintended Acceleration: Appendix A*

**Location of Incident:** PRAIRIE VILLAGE, KS  
**NHTSA Summary:**  
 \*\*\* PHONE LOG 10/01/2003 02:30:29 PM JBROCATO CUST CALLING ABOUT THE ONP B/C SHE STS HAD AN EXPERIENCE WHERE SHE NOTICED THE VEH LURCHING AND WHEN SHE WENT TO A MALL IT JUMPED UP OVER THE CURB AND SHE ALMOST DROVE INTO THE BUILDINGS. SHE WANTED TO KNOW IF THE ONP ADDRESSED THAT AND SHE WANTED TO KNOW IF SHE SHOULD HAVE THE VEH CHECKED. \*\*\* CASE CLOSE 10/01/2003 02:31:19 PM JBROCATO CUST SATIS W/ LCS DOC HER CONCERNS.  
**Additional Summary:**

**Toyota ID No:** 200309040809  
**NHTSA ODI No:**  
**Date of Incident:** 20030900  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** SNYDER, NY  
**NHTSA Summary:**  
 \*\*\* PHONE LOG 09/04/2003 11:08:28 AM MBATIE  
 CUST STS EXP CONCERNS VEH WHEN BREAKING GOING DOWNHILL, ENGINE RPM REV TO REDLINE, AND THEN BRAKES OPERATE. CUST STS VEH INTO DLR 3X AND A TOTAL 27 DAYS. DLR ADV NOT ABLE TO DUPLICATE CONDITION. CUST STS VEH TO DLR 21 DAYS DURING PAST INSPECTION WHILE CUST DROVE RENTAL. CUST STS DLR STILL UNABLE TO DUPLICATE CONCERNS. CUST STS PICKED VEH UP AFTER 21 DAYS AND FOUND BUFFALO BILLS TRAINING PARKING AND ADMISSION PASS. CUST FLS THAT VEH SHOULD NOT BE TAKEN FOR>>>  
 \*\*\* NOTES 09/04/2003 11:08:28 AM MBATIE  
 RECREATIONAL PURPOSES. CUST CONTACTED DLR SERV MNG BRIAN ADV MIKE WAS TEST-DRIVING TO ATTEMPT DUPLICATION AND BRIAN PROVIDED ROUTE TAKEN TO TRAINING CAMP CUST STS THAT ROUTE DLR MIKE DROVE VEH TO TRAINING CAMP WAS ON FREEWAY AND NOT ON HILLS. CUST SPECIFICALLY ADV DLR THAT CONDITION ONLY OCCURS ON HILLS. CUST FLS VERY UPSET THAT CUST STILL PAYING LEASE PAYMENTS FOR VEH THAT CUST IS UNABLE TO DRIVE B/C DLR CAN'T RPR CORRECTLY OR DUPLICATE CONCERN. NCR APOL ADV DLR>>>  
 \*\*\* NOTES 09/04/2003 11:08:32 AM MBATIE  
 OPEN TO CRM FOR ASSIST IN FINDING PERM RPR IN TIMELY FASION. NOTE TO DLR: POSSIBLE NEED FOR REGION INVOLVEMENT. NCR ADV CUST WOULD RCV F/U BY END OF BUS 9/9/03 AND PROV CASE #.

\*\*\* CASE CLOSE 09/09/03 08:27:27 AM DLR31068  
 CUSTOMER STATES THAT ENGINE RPM'S INCREASE WHEN BRAKING..... WE HAVE NEVER DUPLICATED HER COMPLAINT AND AT LAST VISIT WE KEPT CAR AND DROVE IT 720 MILES..... TECH FIELD REP FROM TOYOTA CHECKED OUT AND DROVE (MIKE SKIRHA) AND COULD NOT DUPLICATE..... WE GAVE VEH BACK TO CUSTOMER..... CANNOT DUPLICATE  
 \*\*\* NOTES 09/15/2003 11:11:49 AM TOHIRA  
 CUST C/B AND STS HAS NOT HEARD BACK FROM DLR. NCR APOL AND ADV CUST PER NOTES THAT FTS WAS INVOLVED AND WAS NOT ABLE TO DUPLICATE CONCERN SO NO REPAIRS WILL TAKE PLACE. CUST STS WOULD LIKE TO HAVE REPAIRS DONE AND TO KNOW WHY DLR DROVE VEH ON FREEWAY TO BUFFALO BILLS TRAINING CAMP WHEN CONCERNS HAPPEN WHILE BRAKING ON SURFACE STREETS. NCR ADV CU  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10038021  
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**Date of Incident:** 20030902  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** RACINE, WI  
**NHTSA Summary:**  
 WHILE DRIVING FOR A WHILE AND WHEN VEHICLE FULLY STOPPED IT EXPERIENCED INTERMITTENTLY ACCELERATOR PEDAL STICKING IN THE IDLE POSITION. DEALER INSPECTED VEHICLE THREE TIMES AND COULD NOT DUPLICATE OR CORRECT THE PROBLEM. \*AK \*SCC  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10083953  
**Date of Incident:** 20030903  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** SOLOON, OH  
**NHTSA Summary:**  
 WHILE PULLING INTO A PARKING SPACE THE VEHICLE SUDDENLY ACCELERATED AND HIT THE CEMENT BLOCK IN THE PARKING SPACE. \*AK \*NM  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10072605  
**Date of Incident:** 20030904  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** BOSTON, MA  
**NHTSA Summary:**  
 MAKIA CAFUA, DRIVING HER 2002 TOYOTA CAMRY. VIN 4TIE32K92U636868, WAS ENTERING I-93 AT EXIT 39 AT 5:30 IN THE MORNING WHEN HER CAR SUDDENLY SHOT ACROSS THREE LANES OF TRAVEL AND WAS HIT, BROAD SIDE, BY ANOTHER VEHICLE TRAVELING IN THE HIGH SPEED (GRD) LANE. TRAFFIC AT THE TIME OF THE ACCIDENT WAS LIGHT. IT IS BELIEVED THAT THE CAMRY EXPERIENCED AN UN-COMMANDED ACCELERATION CAUSING MRS. CAFUA TO LOSE CONTROL RESULTING IN THE ACCIDENT AND HER DEATH. THE CAMRY HAS BEEN STORED SINCE THE ACCIDENT AND NO CHANGES HAVE BEEN MADE TO ITS POST ACCIDENT CONDITION. VEHICLE IS AVAILABLE FOR INSPECTION/TESTING BY NHTSA. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10037542  
**Date of Incident:** 20030907  
**Vehicle:** 2002 LEXUS ES300  
**Location of Incident:** RALEIGH, NC  
**NHTSA Summary:**  
 I WAS DRIVING AT ABOUT 35 MPH ON HIGHWAY. WHEN THE TRAFFIC SLOWED DOWN, I APPLIED THE BRAKE TO BRING DOWN THE SPEED OF THE CAR TO ABOUT 3-7 MPH. AFTER FOLLOWING THE CAR IN FRONT OF ME FOR ABOUT 5 SECONDS AT ABOUT 3/4 CAR DISTANCE, I SAW THE CAR IN FRONT OF ME SPEED UP SLOWLY AND I DECIDED TO FOLLOW UP BY PRESSING THE ACCELERATOR MODERATLY. THE CAR FIRST SHUDDERED, THEN PAUSED FOR ABOUT 1 SECOND, AND FINALLY ACCELERATED AT ALMOST MAXIMUM POWER. THIS WAS A NEAR MISS. BEFORE THIS HAPPENED, I BROUGHT OUR CAR TO LEXUS DEALER TO COMPLAIN ABOUT SHUDDERING/PAUSING WHEN ACCELERATING FROM LOW SPEED AFTER THE CAR WAS UPDATED WITH TSB-TC004-03.  
**Additional Summary:**

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THE CHIEF TECHNICIAN DROVE THE CAR AND REPRODUCED THE KIND OF PROBLEMS THAT WE HAD. HOWEVER, HE SAID THAT HE COULD NOT DO ANYTHING ABOUT IT AND WAS GOING TO WRITE A REPORT TO TOYOTA CORP BECAUSE IT WAS A SOFTWARE PROBLEM. ON THE OTHER HAND, THE RECEIPT FROM THE DEALER SAID THAT THEY DID NOT FIND ANY ABNORMAL TRANSMISSION SHIFT DURING TEST DRIVING, BUT WOULD FILE A REPORT. WHAT A CONTRADICTION! THE DANGER OF THIS TRANSMISSION PROBLEM WAS FURTHER MAGNIFIED BY THE FACT THAT 2002 ES300 RUNS VERY SMOOTHLY AT MOST TIMES (>98%). THIS SHUDDER/PAUSE/ACCELERATION OR PAUSE/ACCELERATION THAT ONLY OCCURS SPORADICALLY UNDER VERY SPECIAL CONDITIONS GIVES DRIVERS SURPRISE THAT IS THE LAST THING THEY WANT DURING DRIVING. FOR CURIOSITY, I TESTED DRIVING THE CAR FOR ABOUT 50 MINUTES BY REPEATLY SLOWING DOWN TO ABOUT 5 - 10 MPH BY APPLYING BRAKE, THEN ALLOWING THE CAR TO ROLL FOR ABOUT 3 SECONDS WITHOUT PRESSING GAS PADDLE, AND THEN ACCELERATING MODERATELY TO ABOUT 20 - 30 MPH. THE PROBABILITY FOR THE SHUDDER/PAUSE/ACCELERATION IS ABOUT 5%, WHILE THAT FOR PAUSE/ACCELERATION ABOUT 15%. IT SEEMED THAT THIS PROBLEM HAPPENED MORE OFTEN ON DOWN/UP HILL. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10081145  
**Date of Incident:** 20030908  
**Vehicle:** 2003 TOYOTA MATRIX  
**Location of Incident:** FRANKLIN, TN  
**NHTSA Summary:**  
 I TOOK THE MATRIX IN TWICE SHORTLY AFTER I BOUGHT IT BECAUSE THE CAR WOULD UNEXPECTEDLY LUNGE FORWARD WHILE AT A COMPLETE STOP. I ALSO COMPLAINED THAT THE BRAKES FELT "LOOSE" AND DID NOT "CATCH" AS THEY SHOULD. I WAS ADVISED BOTH TIMES BY THE SERVICE MANAGER THAT THEY COULD NOT DUPLICATE THE PROBLEM AND THAT NOTHING ABNORMAL WAS FOUND WITH CAR. WHILE I WAS BEGINNING TO LOOK INTO "LEMON LAWS" IN SEPTEMBER OF LAST YEAR I WAS AT A STOP LIGHT WITH THE BRAKE PEDAL FULLY ENGAGED. DUE TO MY PREVIOUS EXPERIENCES WITH THE CAR LUNGING FORWARD, I WOULD KEEP SEVERAL FEET BETWEEN ME AND THE CAR IN FRONT OF ME TO AVOID AN ACCIDENT. THIS TIME THE CAR NOT ONLY LUNGED FORWARD, BUT IT WAS LIKE THE ACCELERATOR STUCK-I HAD MY FOOT ON THE BRAKE BUT COULD NOT STOP THE CAR AFTER IT LUNGED FORWARD AND I HIT A CAR THAT WAS IN FRONT OF ME AT THE LIGHT. MY CAR DID NOT STOP UNTIL I WAS ALMOST PARALLEL WITH THE OTHER CAR ON THE PASSENGER SIDE! I HAVE HAD THE CASE LOOKED AT BY TOYOTA, AND THEIR LEGAL DEPARTMENT HAS ADVISED THAT NOTHING IS WRONG WITH THE CAR- THEIR ONLY EXPLANATION IS THAT THE VEHICLE OPERATES TO "NORMAL" SPECIFICATIONS. THEY HAVE ADVISED THAT THE CAR WILL LUNGE FORWARD WHILE THE AIR CONDITIONER IS AS WHEN THE AC COMPRESSOR CYCLES, IT INCREASES THE ENGINE RPM AND THE VEHICLE WILL MOVE FORWARD. MY AIR CONDITIONER WAS NOT ON AT THE TIME OF THIS ACCIDENT, HOWEVER. \*LA  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10062013  
**Date of Incident:** 20030910  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** BLYTHEVILLE, AR  
**NHTSA Summary:**

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2003 TOYOTA CAMRY ACCELERATED AS I PULLED IN DRIVEWAY, CAUSING DAMAGE TO MY VEHICLE, MY SON-IN-LAW'S VEHICLE, MINOR DAMAGE TO HOUSE & BASKETBALL GOAL. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10060813  
**Date of Incident:** 20030910  
**Vehicle:** 2002 LEXUS ES300  
**Location of Incident:** SAN ANTONIO, TX  
**NHTSA Summary:**  
 WAS DRIVING TO CALIFORNIA IN MY 2002 LEXUS ES300 LAST SEPTEMBER AND WAS ADJUSTING THE CRUISE CONTROL WHEN SUDDENLY IT ACCELERATED AS IF I HAD FLOORED THE GAS PEDAL. INCIDENT DID NOT RESULT IN AN ACCIDENT. NO PROBLEMS SINCE THEN BUT DECIDED TO REPORT IT AS I READ AN ARTICLE IN THE NEWSPAPER TODAY THAT YOU WERE INVESTIGATING UNEXPECTED ACCELERATIONS FOR THIS CAR.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10040083  
**Date of Incident:** 20030910  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** MIAMI, FL  
**NHTSA Summary:**  
 AFTER STARTING VEHICLE CONSUMER WOULD PRESS ON THE ACCELERATOR PEDAL AND VEHICLE WOULD HESITATE BEFORE MOVING. CAUSE HAS YET TO BE DETERMINED.  
 \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10067151  
**Date of Incident:** 20030922  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** LOUISVILLE, KY  
**NHTSA Summary:**  
 UPON STOPPING, AND WHEN CONSUMER REMOVED FOOT FROM THE GAS PEDAL VEHICLE SURGED FORWARD BEFORE THE BRAKE PEDAL WAS DEPRESSED. THIS OCCURRED NUMEROUS TIMES. ONCE, RESULTING IN CONSUMER'S VEHICLE CRASHING INTO A CONCRETE POLE WHILE PULLING INTO A PARKING LOT. ALSO, STARTING AT 5000 MILES BATTERY HAD TO BE REPLACED 3 TIMES BECAUSE IT DIED. THIS WAS DUE TO AN ELECTRICAL SHORT. \*AK \*LA  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10107816  
**Date of Incident:** 20030929  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** PLANTATION, FL  
**NHTSA Summary:**  
 I HAVE COMPLAINED NUMEROUS TIMES AND HAVE WRITTEN A LETTER TO DENNY CLEMENTS, GROUP VP OF LEXUS INFORMING HIM OF MY SAFETY CONCERNS RELATED TO

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THE 2004 ES330. HIS OFFICE ATTEMPTED TO APPEASE ME BY OFFERING TO SEND ME 2 FREE OIL CHANGE COUPONS OR \$1,000 OFF MY NEXT PURCHASE OR LEASE OF A LEXUS VEHICLE. THE VEHICLE HAS SERIOUS HESITATION ISSUES WHEN ATTEMPTING TO ACCELERATE. I HAVE SPOKEN TO EVERYONE AT THE DEALER, INCLUDING THE SERVICE MANAGER (WHO ADMITTED THE ISSUE, BUT HAD NO SOLUTION) AND GENERAL MANAGER. THE ISSUE HAS NOT BEEN RESOLVED. \*NM

**Additional Summary:**

**Toyota ID No:** 200310160219  
**NHTSA ODI No:**  
**Date of Incident:** 20031000  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** CHICAGO, IL

**NHTSA Summary:**

\*\*\* PHONE LOG 10/16/2003 08:39:10 AM ESMART  
CUST STS VEH WAS SURGING FORWARD, ENGINE WAS RACING. CUST STS TOOK VEH TO DLR,WHO HAS HAD VEH FOR 2 DAYS, STILL HAS NOT BEGUN RPR'S. CUST DISSATISFIED WITH VEH COND, FLS IS DANGEROUS AND FLS TOY WILL NOT BE ABLE TO PERM RPR. CUST ADV MOST LIKELY SKS ARB, HOWEVER, NEEDS TO DISCUSS WITH SISTER FIRST.  
\*\*\* CASE CLOSE 10/16/2003 08:39:12 AM ESMART

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10063003  
**Date of Incident:** 20031001  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** GIRARD, PA

**NHTSA Summary:**

CONSUMER STATED THE VEHICLE EXPERIENCED SUDDEN ACCELERATION WHEN SHIFTING FROM PARK TO REVERSE AND THE VEHICLE COLLIDED WITH FUEL PUMP GUARD RAIL, DROVE THROUGH IT AND CRASHED INTO THE REAR OF A VEHICLE. \*AK \*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10094972  
**Date of Incident:** 20031002  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** MIDLOTHIAN, VA

**NHTSA Summary:**

WHILE APPLYING THE BRAKE PEDAL VEHICLE ACCELERATED UNCONTROLLABLY. CONSUMER WAS ABLE TO MAINTAIN CONTROL OF THE VEHICLE, AND PULLED OVER. VEHICLE WAS TAKEN TO THE DEALER FOR INSPECTION TWICE. HOWEVER, THE MECHANIC COULD NOT DUPLICATE THE PROBLEM. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10063532  
**Date of Incident:** 20031012  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** PAWTUCKET, RI

**NHTSA Summary:**

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THE VEHICLE CONTINUED TO ACCELERATE UPON DEPRESSION OF THE BRAKE PEDAL. THIS RESULTED IN THE CONSUMER BROAD SIDING ANOTHER VEHICLE. \*AK THE DEALER INFORMED THE CONSUMER THAT THE BRAKES WOULD EVENTUALLY ADJUST TO THE CONSUMER AS THE COMPUTER SETS ITSELF. \*SC \*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10046001  
**Date of Incident:** 20031019  
**Vehicle:** 2000 TOYOTA CELICA  
**Location of Incident:** AVON, IN

**NHTSA Summary:**

ACCELERATOR ON 2000 TOYOTA CELICA STUCK AND I ENDED UP GOING THROUGH THE WINDOW OF A BUILDING.\*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10072248  
**Date of Incident:** 20031021  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** DALY CITY, CA

**NHTSA Summary:**

AFTER BACKING OUT OF THE DRIVEWAY AND COMING TO A STOP SIGN CONSUMER DEPRESSED THE BRAKES AND VEHICLE SURGED FORWARD. WHEN THE BRAKE PEDAL WAS DEPRESSED AGAIN AT ANOTHER STOP VEHICLE SURGED, NEARLY CAUSING AN ACCIDENT. VEHICLE SURGED FORWARD WHILE DEPRESSING THE BRAKES ON THREE OCCASIONS. VEHICLE WAS TAKEN TO THE DEALER ON TWO OCCASIONS BUT, THE PROBLEM WAS NOT RESOLVED. \*AK \*NM

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10113588  
**Date of Incident:** 20031025  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** RICHMOND HILL, GA

**NHTSA Summary:**

WHILE DRIVING, THE VEHICLE ACCELERATED. THE CONSUMER COULD NOT STOP THE VEHICLE EVEN THOUGH HER FEET WAS ON THE BRAKE. THE VEHICLE SURGED. THE CONSUMER STATED IT SEEMED LIKE A COMPUTER PROBLEM. AN ACCIDENT DID OCCUR, HOWEVER THERE WERE NO INJURIES. THE CONSUMER HAD TO MAKE THE VEHICLE SPIN BEFORE SHE COULD STOP IT. PLEASE PROVIDE ANY FURTHER INFORMATION. \*JB

**Additional Summary:**

**Toyota ID No:** 200311061031  
**NHTSA ODI No:**  
**Date of Incident:** 20031100  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** WAPPINGERS FALLS, NY

**NHTSA Summary:**

\*\*\* PHONE LOG 11/06/2003 02:35:43 PM LESPINOZA

ARB

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STS DAUGHTER WAS DRIVING VEH AND PULLED VEH INTO A PARKING SPACE. STS DRIVER APPLIED THE BRAKES AND THE VEH SURGED FOWARD. STS DLR PUT VEH ON A DIAG MACHINE AFTER THE COLLISION CENTER RPR'D IT. DLR ADV VEH IS OKAY. CUST STS SURGING ISSUE IS INTERMITTENT AND HAS EXPERIENCED THE SAME CONCERN ABOUT 6 TIMES. STS NOT INJURIES EVERONE IN SEATBELT. STS AIR BAGS DID NOT DEPLOY. CUST STS NO LONGER WANTS VEH, STS DOES NOT FEEL SAFE IN VEH.

\*\*\* CASE CLOSE 11/07/03 05:40:30 AM NY5  
CASE DISPATCHED TO FTS JLACEFIELD AND DSPM NMILLER.  
\*\*\* NOTES 11/07/2003 08:35:42 AM ESTAPLES  
ARBITRATION PAPERWORK SENT TO CUST VIA UPS FIRST CLASS MAIL 11/7.

\*\*\* NOTES 12/03/03 11:51:50 AM NY5  
PER FTS, JOE LACEFIELD, INSPECTED VEHICLE WITH CUSTOMER. FOUND NO CODES IN ANY MODULE, BRAKES WORKING CORRECTLY, AND TRANSMISSION SHIFTING CORRECTLY. DEMONSTRATED THE BRAKES WOULD HOLD BACK VEHICLE WITH FULL THROTTLE. ADVISED CUST WHAT TO LOOK FOR IF CONCERN DID OCCUR AGAIN: RPM, BRAKE FEEL, OR ENGINE REVING UP. ADVISED THAT VEHICLE WAS ACTING NORMALLY.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10169135  
**Date of Incident:** 20031101  
**Vehicle:** 2004 TOYOTA CAMRY SOLARA  
**Location of Incident:** HILTON HEAD ISLAND, SC

**NHTSA Summary:**

MY 2004 TOYOTA SOLARA SLE V6 EXHIBITS SEVERE THROTTLE LAG AT SPEEDS LOWER THAN 50 MPH. THE LAG IS AT ITS WORST WHILE DECELERATING AND THEN ACCELERATING, WITH A LAG OF UP TO 1-2 SECONDS. THE LAG IS ALSO SEVERE FROM A STOP OR FROM A ROLLING SPEED OF 10 MPH OR LESS. TO COMPENSATE FOR THE LAG, IT IS NATURAL FOR THE DRIVER TO PRESS THE GAS PEDAL EVEN FURTHER AND WHEN THE VEHICLE FINALLY DECIDES TO RESPOND, IT RESPONDS WITH RAPID ACCELERATION. THIS IS A SAFETY ISSUE AND HAS NEARLY CAUSED SEVERAL ACCIDENTS THROUGHOUT MY 3 YEARS OF OWNERSHIP. TOYOTA ISSUED A TSB FOR NEW PROGRAMMING FOR THE ECU/ECT AND IT HAS FAILED TO FIX THE PROBLEM. \*NM

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10060872  
**Date of Incident:** 20031108  
**Vehicle:** 2000 LEXUS RX300  
**Location of Incident:** BIRMINGHAM, MI

**NHTSA Summary:**

WHILE PULLING INTO A PARKING SLOT IN A GARAGE, MY LEXUS RX300 SUDDENLY ACCELERATED AND SLAMMED INTO A CONCRETE WALL. BOTH FRONT SEAT PASSENGER AIR BAGS WERE DEPLOYED.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10046704  
**Date of Incident:** 20031110  
**Vehicle:** 2002 TOYOTA COROLLA

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*Toyota Sudden Unintended Acceleration: Appendix A*

**Location of Incident:** COLUMBIA, MD

**NHTSA Summary:**

WHILE SITTING AT A TRAFFIC LIGHT WITH FOOT ON THE BRAKES VEHICLE SUDDENLY ACCELERATED AND REARENDED ANOTHER VEHICLE. UPON IMPACT, AIR BAGS FAILED TO DEPLOY. CONSUMER HAD VEHICLE TOWED TO THE DEALER FOR ANALYSIS. MECHANIC REPLACED BRAKE ROTORS AND OTHER BRAKE PARTS.\*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10045944  
**Date of Incident:** 20031110  
**Vehicle:** 2002 LEXUS ES300  
**Location of Incident:** ROCKVILLE, MD

**NHTSA Summary:**

1. WHILE PULLING INTO A PARKING SPACE, AT 2-4 MPH, WITH MY FOOT ON THE BRAKE, THE CAR SUDDENLY ACCELERATED AT FULL SPEED, JUMPING THE CURB AND HITTING A TREE WITH FULL FORCE. BECAUSE OF PREVIOUS CONCERNS WITH THROTTLE PROBLEMS NOTED WITH THE DEALERSHIP AT 1000 AND 5000 MILE CHECK, I IMMEDIATELY CALLED THE LEXUS DEALERSHIP. AFTER A CONFERENCE CALL WITH LEXUS ROADSIDE ASSISTANCE AND THE DEALERSHIP, MY CAR WAS FLAT BEDDED TO THE DEALERSHIP. THE FRONTAL CRASH RENDERED THE VEHICLE UNDRIVABLE. RADIATOR DAMAGE WITH LEAKAGE OF FLUID COVERED A PORTION OF THE PARKING LOT. THE LEXUS DEALERSHIP SAID THEY WAS NO PROBLEM WITH THE CAR. I COULD HAVE BEEN KILLED OR SOMEBODY ELSE LIVE COULD HAVE BEEN IN DANGER. 2. THE FRONT AIR BAGS DID NOT INFLATE. 3. THE BRAKE ROTORS HAD TO BE CORRECTED AT 1500 MILES AND A "PART" WAS ORDERED AND PUT ON THE CAR TO CORRECT THIS PROBLEM. 4. THE CAR WHEN DRIVING AT ABOVE 50 PULLS TO THE LEFT AND FROM THE BEGINNING IT FELT AS THO THE CAR WAS UNEVEN EVEN WHEN NOT MOVING. AT THAT TIME I REQUESTED A WRITTEN EXPLANATION OF THIS PROBLEM AND TOLD MY RECORD AT THE DEALERSHIP WOULD SUBSTANTIATE THIS. ON THE NIGHT OF THE ACCIDENT I LEARNED BY REVIEWING COMPLAINTS FROM THE OFFICE OF DEFECT INVESTIGATIONS ON THE NHTSA WEB SITE THAT THE PROBLEMS HAVE BEEN KNOWN BY THE CORPORATE OFFICE OF LEXUS FROM AS EARLY AS JANUARY, 2002 IN REGARDS TO ALL OF THE ABOVE PROBLEMS. I ALSO FOUND OUT THERE HAVE BEEN TWO RECALLS ON THIS VEHICLE THAT I WAS NOT INFORMED ABOUT. I WILL BE REQUESTING AN INVESTIGATION WITH THE LEXUS EAST REGIONAL OFFICE AND DISCUSSING THIS WITH THE ROCKVILLE LEXUS OFFICE. I BELIEVE THAT THIS CAR IS UNSAFE TO DRIVE. I BROUGHT THE LEXUS VEHICLE EVEN WITH ITS PRICE TAG BECAUSE OF ITS REPUTATION AND TO DRIVE MY 3 YEAR OLD GRANDSON AND 1 YEAR OLD GRANDDAUGHTER IN THE SAFEST MANNER I COULD FACILITATE. I AM SURE THAT MY SON AND DAUGHTER-IN-LAW WILL NOT ALLOW THIS AFTER THIS CRASH!!!!\*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10062872  
**Date of Incident:** 20031115  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** MIDLOTHIAN, VA

**NHTSA Summary:**

WHILE APPLYING THE BRAKES VEHICLE SURGED FORWARD. \*AK PROBLEMS WITH SUDDEN ACCELERATION. \*MR

**Additional Summary:**

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*Toyota Sudden Unintended Acceleration: Appendix A*

**Toyota ID No:**  
**NHTSA ODI No:** 10063010  
**Date of Incident:** 20031115  
**Vehicle:** 2001 TOYOTA CAMRY  
**Location of Incident:** HILLSIDE, NJ  
**NHTSA Summary:**  
WHILE APPLYING THE BRAKES ACCELERATOR PEDAL FAILED. AS A RESULT, CONSUMER'S VEHICLE REAR ENDED ANOTHER VEHICLE. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10122662  
**Date of Incident:** 20031117  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** WORCESTER, MA  
**NHTSA Summary:**  
THE CONSUMER WAS INVOLVED IN AN ACCIDENT AFTER HIS VEHICLE SUDDENLY ACCELERATED AND DID NOT STOP WHEN THE BRAKES WERE APPLIED. \*MR ALL COMPUTER PULSES WERE TESTED AND NOTHING WAS FOUND WRONG. WHEN THE SHIFTER WAS PLACED IN THE DRIVE POSITION, THE VEHICLE TOOK OFF. THE BRAKES WERE APPLIED BUT DID NOT STOP THE VEHICLE. THE CONSUMER STEERED TO AVOID THE PARKED VEHICLES AND CRASHED INTO A CHURCH. \*SC \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10071432  
**Date of Incident:** 20031118  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** WHITING, NJ  
**NHTSA Summary:**  
WHEN THE BRAKES WERE APPLIED, THE VEHICLE ACCELERATED. THE CONSUMER PUT THE VEHICLE IN NEUTRAL TO SLOW IT DOWN, BUT TO NO AVAIL. THIS PROBLEM HAS HAPPENED THREE TIMES WITH THIS PARTICULAR VEHICLE. THE DEALER HAS EXAMINED THE VEHICLE AND COULD NOT FIND THE CAUSE OF THE PROBLEM. \*AK \*SC \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10067501  
**Date of Incident:** 20031123  
**Vehicle:** 2001 TOYOTA SIENNA  
**Location of Incident:** DULUTH, MN  
**NHTSA Summary:**  
THE CRUISE CONTROL LEVER IS LOCATED IN AN AREA THAT WHEN THE DRIVER TURNED THE STEERING WHEEL THE CRUISE CONTROL IS ENGAGED AND, RESULTED IN SUDDEN ACCELERATION. \*AK THE CONSUMER INDICATED THE PROBLEM OCCURRED ON A CONSISTENT BASIS. \*NM  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10063340  
**Safety Research & Strategies** 93  
*Toyota Sudden Unintended Acceleration: Appendix A*

**Date of Incident:** 20031124  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** LAS VEGAS, NV  
**NHTSA Summary:**  
CONSUMER COMPLAINED ABOUT UNEXPECTED ACCELERATION PROBLEM. CONSUMER WAS DRIVING AND PULLED INTO A PARKING SPACE, AND VEHICLE UNEXPECTEDLY ACCELERATED, KNOCKING DOWN A PARKING SIGN. \*AK B \*NM  
**Additional Summary:**

**Toyota ID No:** 200403311021  
**NHTSA ODI No:**  
**Date of Incident:** 20031200  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** HOUSTON, TX  
**NHTSA Summary:**  
\*\*\* PHONE LOG 03/31/2004 01:23:16 PM VVERA2 JOHN,CUST ATTORNEY IS CLING OF BEHALF OF CUST. ON DEC OF LAST YEAR OWNER APPLIED PRESSURE TO BRAKE AND THE VEH ACCELERATED INSTEAD OF BRAKING. THE BODY WORK WAS DONE AT WESTSIDE LEXUS. CUST SPOKE TO ROBERT PARNELL WHO ADV CUST THAT HIS DLR COULD NOT LOOK AT VEH TO SEE IF IT HAD A DEFECT. HE INFORMED JOHN TO CONTACT OUR DEPT. EXPLAINED TO CUST THAT THERE IS NOT A RECALL ON THE ES VEH. ADV CUST THAT INSPECTIONS ARE DONE AS A COURTESY IF NO REPAIRS HAVE BEEN MADE. > \*\*\* NOTES 03/31/2004 01:24:23 PM VVERA2 JOHN WOULD LIKE TO KNOW IF THE DLR CAN INSPECT THE VEH TO SEE IF THE BRAKES ARE OPERATING AS DESIGNED. \*\*\* NOTES 03/31/2004 01:26:49 PM VVERA2 TO: RANDY CARNER-SM AND BARBARA WILLIAMS-CSM (281) 558-3030 FROM: JAREN RIRIE 310-468-2190 CUST WOULD LIKE HIS BRAKES INSPECTED TO MAKE SURE THERE IS NOT DEFECT. PLS REVIEW CASE AND F/U TO FURTHER DISCUSS. THANK YOU. \*\*\* SUBCASE 200403311021-1 CREATED 04/01/2004 07:35:49 AM JRIRIE \*\*\* NOTES 04/02/2004 08:16:35 AM JRIRIE DLR NOTES PER ROBERT PARNELL SM: WE HAVE BEEN INSTRUCTED BY OUR DOM TO TURN THIS CASE OVER TO LEXUS NATIONAL BECAUSE OF THE PRESS THAT THIS ISSUE HAD BEEN GETTING. THIS CUSTOMER HAD NO ISSUES WITH THE VEHICLE UNTIL THE NEWSPAPER ARTICLE ABOUT A GOVERNMENT INVESTIGATION CAME OUT. \*\*\* PHONE LOG 04/02/2004 08:43:57 AM JRIRIE ACTION TYPE: OUTGOING CALL LFT VM FOR KEN DOM SEEKING CLARIFICATION ON PROCESSING OF CUST REQ. \*\*\* PHONE LOG 04/02/2004 09:59:29 AM JRIRIE ACTION TYPE: INCOMING CALL KEN DOM ADV TO REQ A PIR TO BE PERFORMED ON VEH FOR AN INSP TO TAKE PLACE. \*\*\* PHONE LOG 04/02/2004 10:08:27 AM JRIRIE ACTION TYPE: OUTGOING CALL ADV ATTY JOHN PECORE THAT LEXUS DOES NEED ALL OF THE INCIDENT DETAILS IN ORDER TO REQ A PIR FOR THE VEH. ATTY AGREED TO FAX EVERYTHING OVER TO LCS FOR REVIEW. \*\*\* PHONE LOG 04/07/2004 11:43:21 AM JRIRIE ACTION TYPE: OUTGOING CALL LFT VM FOR ATTY JOHN PECORE & ACV THAT LEXUS DOES NEED ALL OF THE INCIDENT DETAILS IN  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10063646  
**Date of Incident:** 20031201  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** CENTREVILLE, VA  
**NHTSA Summary:**  
VEHICLE DOES NOT ALWAYS RESPOND PROPERLY TO DRIVER DEPRESSING ACCELERATOR. IN SOME CASES, WHEN COASTING SLOWLY (E.G., UNDER 10 MPH), SUDDENLY PRESSING THE ACCELERATOR SHARPLY WILL HAVE NO EFFECT FOR ABOUT 1.5 SECONDS. DURING THE DELAY, THE ENGINE WILL CONTINUE TO IDLE AND VEHICLE  
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*Toyota Sudden Unintended Acceleration: Appendix A*

SPEED DO NOT INCREASE. AFTER THE DELAY, THE ENGINE AND VEHICLE SPEED INCREASE IN ACCORDANCE WITH THE ACCELERATOR PEDAL POSITION. THIS CAN LEAD TO AN ACCIDENT IF THE DRIVER IS MAKING A LEFT TURN WHEN THERE IS ONCOMING TRAFFIC. THERE IS ANOTHER POSSIBLY RELATED ANOMALY WITH THE CAR: WHEN DRIVING, UNDER SOME CIRCUMSTANCES, WHEN THE DRIVER SHARPLY PRESSES THE ACCELERATOR, THE ENGINE AND VEHICLE SPEED WILL NOT CHANGE FOR ABOUT 1.5 SECONDS. AFTER THE DELAY, THE TRANSMISSION DOWN SHIFTS AND THE ENGINE SPEED INCREASES.\*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10078546  
**Date of Incident:** 20031209  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** GENESEO, IL  
**NHTSA Summary:**  
SOMETIME IN OCT. WHILE PULLING OFF OF I-74 ONTO 53RD ST. IN DAVENPORT, IA, WAS THE FIRST TIME THAT WHEN THE BRAKE WAS APPLIED THE CAR SPED UP RATHER THAN SLOWED DOWN. THIS HAPPENED AGAIN TOWARDS THE END OF NOVEMBER WHILE TRAVERSING FROM US-6 ONTO I-80 IN GENESEO. BOTH TIMES I HAD BEEN USING THE CRUISE CONTROL, DISENGAGED IT BY APPLYING THE BRAKE AND AS THE CAR SLOWED DOWN REAPPLICATION OF THE BRAKE CAUSED THE CAR TO SPEED UP. BY TAKING MY FOOT OFF THE BRAKE AND THEN REAPPLYING THE BRAKE CAR SLOWED NORMALLY ABOUT THE MIDDLE OF DECEMBER I HAD A MORE SERIOUS INCIDENT WHILE PULLING INTO A CONVENIENCE STORE OFF OF WOLF ROAD IN GENESEO. I DIENGAGED THE CRUISE AND PULLED INTO A PARKING PLACE. THE CAR SLOWED NORMALLY AND WAS ALMOST TO A STOP WHEN IT BEGAN TO ACCELERATE WHILE THE BRAKE WAS APPLIED. I TURNED THE CAR TO THE RIGHT, AND JUST MISSED THE BUILDING, BUT TOOK OUT A 4X4 SUPPORT FOR THE ROOF OVERHANG. DAMAGE WAS LIMITED TO DENTS ON THE CAR AND THE 4X4. NO PERSONAL INJURIES WERE INVOLVED. AFTER THE FIRST OCCURANCE I THOUGHT IT WAS MY MISTAKE. I APPLIED THE ACCELERATOR WHEN I MEANT TO APPLY THE BRAKE. THE SECOND TIME I FELT IT WAS PROBABLY A PROBLEM WITH THE CAR, AND WOULD BRING IT UP WITH TOYOTA NEXT TIME I BROUGHT THE CAR IN. THE THIRD TIME I WAS SURE THAT IT WAS A PROBLEM FOR TOYOTA AND I TOOK THE CAR INTO THE TOYOTA DEALER. THEY COULD NOT DUPLICATE THE PROBLEM AND SAID NEITHER THEY OR THE DISTRICT OFFICE HAD HEARD OF A SIMILAR PROBLEM BEFORE. WE THEN CONTACTED THE TOYOTA OFFICE IN CALIFORNIA, AND THEY TOOK DOWN THE INFORMATION, INFORMING US THIS PROBLEM HAD NOT OCCURED BEFORE. LAST WEEK SCOTT YON OF THE NHTSA CONTACTED US AND ASKED QUESTIONS ABOUT THE THREE OCCURANCES. AFTER LOOKING AT THE NHTSA WEB SITE AND FINDING MANY SIMILAR INSTANCES I DECIDED TO ADD MY COMPLAINT TO THE LISTING.\*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10056537  
**Date of Incident:** 20031209  
**Vehicle:** 2002 TOYOTA CAMRY SOLARA  
**Location of Incident:** WALNUT CREEK, CA  
**NHTSA Summary:**  
I WAS IN "REVERSE" AND BACKED INTO A CONCRETE POLE IN MY OFFICE PARKING GARAGE. I APPLIED THE BRAKES TO STOP THE VEHICLE. THE CAR JUMPED INTO "DRIVE," AND RAPIDLY ACCELERATED, AND WOULD NOT RESPOND TO MY EFFORTS TO BRAKE. I THEN HIT A CONCRETE POLE HEAD ON, WHICH TOLEDED MY VEHICLE.\*AK ON A PRIOR  
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*Toyota Sudden Unintended Acceleration: Appendix A*

OCASION THAT HAPPENED IN FEBRUARY 2003, THE CONSUMER WAS DRIVING FOR SEVERAL MINUTES WITH THE CRUISE CONTROL SET TO 60-65 MPH. WITHOUT INPUT, THE VEHICLE SPEED INCREASED RAPIDLY TO 80-85 MPH. THE CONSUMER CANCELLED THE CRUISE BY APPLYING THE BRAKES, THEN TURNED OFF THE CRUISE MASTER SWITCH.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10114197  
**Date of Incident:** 20031212  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** BOCA RATON, FL  
**NHTSA Summary:**  
MY MOTHER BERTHA SUSSMAN WAS DRIVING AT A SLOW SPEED WHEN SHE APPROACHED THE GATE OF HER COMMUNITY. SHE STEPPED ON THE BRAKE AND THE CAR ACCELERATED. SHE HIT A TREE AS THE CAR PICKED UP SPEED. SHE HAS SPENT THE LAST YEAR IN THE HOSPITAL, HOSPICE, AND NURSING HOME.\*AK  
**Additional Summary:**

**Toyota ID No:** 200401290690  
**NHTSA ODI No:**  
**Date of Incident:** 20031222  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** VISALIA, CA  
**NHTSA Summary:**  
\*\*\* PHONE LOG 01/29/2004 11:01:26 AM ESTAPLES  
==== LEMON LAW ==== RECEIVED VIA CERTIFIED MAIL AT TCS WEST 1/29. CST STS CNCRN(ED) WITH ENGINE - IDLES TOO HIGH, LURCHES FORWARD. VEH OUT OF SERVICE SINCE 12/22/03.  
\*\*\* CASE CLOSE 02/24/04 10:23:41 AM SF3  
CUST HAS ACCEPTED TOYOTA'S REPURCHASE OFFER.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10066132  
**Date of Incident:** 20031223  
**Vehicle:** 2003 TOYOTA SEQUOIA  
**Location of Incident:** BAYTOWN, TX  
**NHTSA Summary:**  
2003 SR5 SEQUOIA WITH 4700 MI, AND TWO ACCELERATOR PROBLEMS: 1. SURGING FROM A STOP AND WHEN ACCELERATING OUT OF A TURN. 2. A DEAD ACCELERATOR FOR A PERIOD OF SIX TO TEN SECONDS WHEN ACCELERATING OUT OF A TURN. THE ENGINE DOES NOT DIE IT JUST REMAINS AT AN IDLE FOR THE SIX TO TEN SECONDS WHILE THE DRIVER IS PRESSING ON THE ACCELERATOR PEDAL. THESE TWO PROBLEMS ARE NOT CONSTANT THEY JUST HAPPEN FROM TIME TO TIME. THREE TRIPS TO THE DEALER SO FAR RESULTS IN THE RESPONSE "UNABLE TO DUPLICATE PROBLEM". THE FIRST FAILURE DATE IS THE DAY WE DROVE THE VEHICLE HOME FOR THE FIRST TIME AND CONTINUES TO NOW.  
**Additional Summary:**

**Toyota ID No:**  
**Safety Research & Strategies** 96  
*Toyota Sudden Unintended Acceleration: Appendix A*



**NHTSA ODI No:** 10055204  
**Date of Incident:** 20031225  
**Vehicle:** 2004 TOYOTA COROLLA  
**Location of Incident:** SMITHTOWN, NY  
**NHTSA Summary:**  
2004 TOYOTA COROLLA SUDDENLY ACCELERATES AGAINST THE WILL AND CONDUCT OF THE OPERATOR OF THE VEHICLE ON SEVERAL OCCASIONS - TOYOTA MOTOR COMPANY IGNORES ISSUE REPEATEDLY. ODI CASES 1431208 AND 10051102 ARE INVITED TO CONTACT ME (SEAN) AT 646-263-4970 TO DISCUSS SIMILAR EXPERIENCE.\*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10055820  
**Date of Incident:** 20031227  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** FRESNO, CA  
**NHTSA Summary:**  
UPON PUTTING VEHICLE IN PARK WHILE AT A COMPLETE STOP WITH FOOT DEPRESSED ON THE BRAKE PEDAL, THE VEHICLE ACCELERATED AT A RAPID SPEED. AS A RESULT THE VEHICLE SIDE SWIPED ANOTHER VEHICLE ON ITS RIGHT SIDE. A FACTORY REPRESENTATIVE INSPECTED THE VEHICLE BUT COULDN'T LOCATE THE CAUSE OF THE RAPID AND SUDDEN ACCELERATION. \*NM \*NM  
**Additional Summary:**

**Toyota ID No:** 200403090436  
**NHTSA ODI No:**  
**Date of Incident:** 20040000  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY  
**Location of Incident:** THOUSAND OAKS, CA  
**NHTSA Summary:**  
\*\*\* PHONE LOG 03/09/2004 09:32:58 AM JARMENTA  
02 CAMRY, CUST STS VEH SURGES AT FULL THROTTLE WHEN IN GEAR, STS VEH HAS DONE IT TWICE IN DRIVE, AND ONCE IN REVERSE, CUST STS DLR WAS UNABLE TO DUPLICATE CONCERN, AND THEREFORE COULD NOT RPR, CUSTS STS READ THAT NHTSA WAS INVESTIGATING THIS CONCERN (INVESTIGATION # PE04021), AND WOULD LIKE TO KNOW WHAT SHE NEEDS TO DO TO PROCEED  
NOTE TO CRM- IF NECESSARY PLS CONTACT DSPM FOR FURTHER REVIEW.THANKS

\*\*\* CASE CLOSE 03/10/04 10:12:11 AM DLR04117  
SPOKE ABOUT HER CONCERN (INVESTIGATION # PE04021), WILL STAY IN CONTACT IF THERE IS A RECALL. SO FAR, WE HAVE NOT BEEN ABLE TO DUPLICATE HER CONCERN.

**Additional Summary:**

**Toyota ID No:** 200403170620  
**NHTSA ODI No:**  
**Date of Incident:** 20040000  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY  
**Location of Incident:** LAS VEGAS, NV  
**NHTSA Summary:**  
\*\*\* PHONE LOG 03/17/2004 11:01:35 AM MCERVANTES1

02 CAMRY 30K. CUST STS CUST IS EXPERIENCING CONCERNS W/ THE THROTTLE CONTROL SYSTEM. CUST STS WHEN CUST PUTS VEH OF PEDAL & IS STEPPING ON THE BRAKE IT ACCELERATES. CUST STS IT DOES NOT HAPPENS ALL THE TIME. CUST STS WILL NOT DRIVE VEH B/C IS CONCERNED W/ SAFETY. CUST FLS THIS IS A SAFETY CONCERN & WOULD LIKE TO KNOW WHAT TOY IS DOING IN REGARDS TO THIS CONCERN. CUST STS TO KOW IF VEH IS INVOLVED IN ANY SSC.  
**Additional Summary:**

**Toyota ID No:** 200403110048  
**NHTSA ODI No:**  
**Date of Incident:** 20040000  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** CORAM, NY  
**NHTSA Summary:**  
\*\*\* PHONE LOG 03/11/2004 06:42:21 AM SFARR  
CUST HUSB, WILLIAM, CALLING TO ADV VEH BEGAN SURGING MONTHS AGO. STS HAS FRIEND WITH SAME VEH AND HIS VEH WAS IN AN ACCIDENT. CUST STS HAS HOME IN NY AND FL. CUST STS CURRENTLY IN FL NOW.

\*\*\* CASE CLOSE 03/11/2004 06:42:30 AM SFARR  
NCR APOL, ADV CONCERNS HAVE BEEN DOC AT HQ, CURRENTLY NO SSC'S AND REF TO CRM FOR FURTHER CLARIFICATION.

**Additional Summary:**

**Toyota ID No:** 200403110927  
**NHTSA ODI No:**  
**Date of Incident:** 20040000  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** RIVERSIDE, CA  
**NHTSA Summary:**  
\*\*\* PHONE LOG 03/11/2004 12:34:25 PM EOROZCO  
LORAN (HUSBAND) CUST STS HEARD SOME INFO ABOUT THE THROTTLE STICKING WHEN THE VEH IS AT A STOP CUST STS THIS INFO WAS HEARD THROW THE NEW. CUST STS HIS WIFE HAS HAD THIS HAPPEN TO HER A COUPLE OF TIME CUST STS WOULD LIKE TO HAVE THE VEH DIAG AT THE DLR  
\*\*\* DEALER NOTES: 03/11/04 14:24:37  
CRM SPK TO CUST, LORAN ON 03/11/04@1:10PM, CRM CLARIFD TO WARNTY COVERAGE TO CUST & EXLN THAT CUST MUST SIGN AUTH FOR DLR TO INSP & RD-TEST VEH BEFORE DETERMIN CONCERN IS UNDER WARNTY OR NOT. CUST UNDERSTD. CUST STS HELL CALL WIFE SANDY TO CONFIRM MILEAGE ON VEH & C/B TO SVC DEPT TO SETUP APPT. TO BE UPDATED.  
\*\*\* DEALER NOTES: 03/16/04 09:43:06  
CUST CALLED SVC MGR ON 03/12/04@ 11:45AM, APPT SET FOR MONDAY 3/15/04 FOR DLR TO RD TEST VEH. DLR CONTACTD TAS, CASE # 040720060, TAS INFM DLR THERE'S NO CONCRETE CASE/EVIDENCE DOC FOR 02 MODEL CAMRY PERTAINING TO CUSTS CONCERN OF VEH SURGING FORWARD DURING IDLING. SEE CLOSING STATMT.

\*\*\* CASE CLOSE 03/16/04 09:46:02 AM DLR04388  
CUST CALLED IN & LM/M FOR SVC MGR ON 3/15/04 @ APPR 8AM. MSG STS HE WILL NOT BRING VEH IN AFTERALL. MSG STS IF CONCERN RE-OCCURS, HE WILL CONTACT DLR AGAIN. CLOSE OUT.

**Additional Summary:**

**Toyota ID No:** 200403121157  
**NHTSA ODI No:**  
**Date of Incident:** 20040000  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** SOMERVILLE, MA  
**NHTSA Summary:**  
\*\*\* PHONE LOG 03/12/2004 03:04:17 PM DDRURY  
CUST STS HAS EXPERIENCED SOME SURGING WHEN STOPPED. CUST STS HEARD CONCERNS ABOUT VEH SURGING. CUST SKS TO VOICE HER CONCERNS.

\*\*\* CASE CLOSE 03/12/2004 03:04:34 PM DDRURY  
NCR APOL AND ADV CUST WOULD DOC HER CONCERNS. NCR PROVIDED CASE #.  
**Additional Summary:**

**Toyota ID No:** 200403161002  
**NHTSA ODI No:**  
**Date of Incident:** 20040000  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** EUGENE, OR  
**NHTSA Summary:**  
\*\*\* PHONE LOG 03/16/2004 01:22:47 PM JCORONA  
PA  
NO PREV CASE

CUST STS OVER SEVERAL MONTHS THE VEH WILL SURGE FORWARD WHEN FOOT IS ON THE BREAK. CUST STS THE VEH RECENTLY DID THAT SX IN ONE NIGHT. CUST STS IS VERY CONCERNED WITH SAFETY & STS HAS TO APPLY THE EMERGENCY BRAKE TO STOP THE VEH. CUST STS THE DLR WAS NOT ABLE TO DUP AFTER HAVING VEH 2DAYS. CUST STS THE DLR ADV DROVE VEH 4X ON THE SECOND DAY.

\*\*\* NOTES 03/16/2004 01:43:08 PM JACKSON  
CUST CALLED BACK STATING WANTED ADDITIONAL INFORMATION. CUST STS REQ THE NUMBER TO NHTSA. NCR APOL AND ADV 800#. NCR OFFERED ADDITIONAL ASSISTANCE, CUST DECLINED.  
\*\*\* NOTES 03/19/04 02:37:21 PM PTL1  
RCR CALLED CUSTOMER LEFT MESSAGE ADVISING CUSTOMER THE SITUATION WITH HER VEHICLE HAS NOT BEEN DUPLICATED WHILE AT THE DEALERSHIP FOR TIMETABLE OF 8 DAYS. THE SERVICE MANAGER HAS PERSONALLY DRIVEN THE VEHICLE AND HAS NOT BEEN ABLE TO REPRODUCE THE CONDITION.

\*\*\* CASE CLOSE 03/19/04 04:03:35 PM PTL1  
RCR CONTACTED CUSTOMER REVIEWED ISSUES WITH SURGE CONDITION AND THAT THE DEALERSHIP COULD NOT DUPLICATE IT AFTER 8 DAYS OF DRIVING VEHICLE. RCR ADVISED CUSTOMER AS SOON AS A FIX IS AVAILABLE SHE WILL BE NOTIFIED AND CONDITION WILL BE CORRECTED. CUSTOMER VERY FRUSTRATED BUT UNDERSTANDS NO FIX AT THIS TIME.

**Additional Summary:**

**Toyota ID No:** 200403240602  
**NHTSA ODI No:**  
**Date of Incident:** 20040000

**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** LAFAYETTE, IN  
**NHTSA Summary:**  
\*\*\* PHONE LOG 03/24/2004 10:41:23 AM PTIMBERLAKE  
POTENTIAL ARBITRATION  
STS THE VEH LUNGES FORWARD WHEN FOOT IS ON THE BRAKE. STS COND IS INTERMITTENT AND THE DLR HAS NOT BEEN ABLE TO DUP. DLR STS CUST IS PRESS GAS PEDAL INSTEAD OF BRAKE PEDAL. CUST CNCRND AS FLS THAT THE COND COULD CAUSE HER TO HIT A PEDESTRIAN OR VEH WHILE IN FRONT OF THEM. CUST STS VEH HAS NOT BEEN IN ACCIDENT. SEE PFN - 200305130666

\*\*\* CASE CLOSE 03/29/04 11:57:08 AM CHIS  
REGION CONTACTED DLR. SM ROB LAWSON WHO STATED THAT HE DROVE VEHICLE 4 - 5 TIMES. ONE TIME DROVE VEHICLE FOR 35 MILES. NEVER ABLE TO DUPLICATE A "LUNGES FORWARD" CONDITION AS REP. BY CUSTOMER. DLR SALES MGR. ALSO DROVE COULD NOT DUPLICATE. REGION TOLD CUST. CANNOT IX ISSUE THAT DLR IS NOT REQUEST. ASSIS. ON. SUGG. CUST MEET W DSPM. CUST, SAID NO. CUST. ASKED ABOUT INV. REGION STATED WE ARE COOPERATING AND TO CALL NHSTA IF SPECIFIC 'S ON THE INVES.

**Additional Summary:**

**Toyota ID No:** 200403220344  
**NHTSA ODI No:**  
**Date of Incident:** 20040000  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** BROKEN ARROW, OK  
**NHTSA Summary:**

\*\*\* PHONE LOG 03/22/2004 08:19:43 AM VVERA2 CUST STS THAT HE HAD THE ECM UPDATE. HE STS THAT RECENTLY HE RECD A SECOND LETTER. HE WAS WONDERING IF THERE WAS AN ADDITIONAL UPDATE OR IF IT WAS THE SAME ONE THAT HE ALREADY HAD DONE. CUST STS THAT HIS VEH SURGES WHEN HE SLOWS DOWN TO COME TO A STOP. ADV CUST THAT RECOMMEND THE DLR INSPECT HIS VEH. \*\*\* CASE CLOSE 03/22/2004 08:20:10 AM VVERA2 APOL AND ADV CUST THAT I AM NOT SHOWING ANY OUTSTANDING SSC'S. RECOMMENDED CUST HAVE HIS VEH INSPECTED AND THEN CONTACT US FOR FURTHER ASSIST IF REQUIRED. NO ASSIST REQ AT THIS TIME.  
**Additional Summary:**

**Toyota ID No:** 200401130982; 200401200318  
**NHTSA ODI No:**  
**Date of Incident:** 20040000  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** VISALIA, CA  
**NHTSA Summary:**

\*\*\* PHONE LOG 01/13/2004 01:10:26 PM SBROWN  
CUST STS ON 3 DIFF OCCASSIONS VEH HAS SURGED FORWARD WHEN APPLIED THE BRAKES. STS TWICE DLR HAS INSPECT VEH & ADVISED THAT SYSTEM SHOWED "NO DIAGNOSTIC CODES". STS VEH IS CURRENTLY AT DLRSHIP UNDERGOING FURTHER DIAGNOSIS & DLR ADVISED CUST TO REPORT MATTER TO CAC. STS BEFORE CALLING RESEARCHD NHTSA & FOUND 7 REPORTS (FROM OTHER 03 CAMRY OWNERS) EXPERIENCING THIS SAME COND. CUST SKS TO ADVISE TMS OF VEH CONCERNS, STS NOT SURE WHAT IS GOING TO BE DONE TO RPR VEH. (NCR...  
\*\*\* NOTES 01/13/2004 01:13:00 PM SBROWN

.APOL & ADVISED WILL DOC CUST CONCERNS W/PRODUCT AT THIS MILEGE INTERVAL. BUT AS TMS IS NOT AWARE OF ANY LARGE SCALE ISSUE AFFECTING 03 CAMRY, MUST HANDLE MATTER CASE-BY-CASE WHEN VEH COMES INTO DLR. NCR EXPLAIN TOYOTA RELIES ON DLR TO DUPLICATE COND & FROM THERE RENDER PROPER DIAGNOSIS & RECOMMENDATION FOR RPRS. NCR EXPLAIN TOYOTA ALSO PROVIDES TECH SUPPORT TO DLRs FOR UNUSUAL CASES. NCR ADV COMMENTS DOCD & CUST CAN CONTINUE TO WORK W/DLR RE: DIAG & RPRS.) CUST AGREED.

\*\*\* CASE CLOSE 01/13/2004 01:13:17 PM SBROWN  
CLOSE CASE  
\*\*\* PHONE LOG 01/20/2004 08:26:10 AM ALIAO

ARB  
PREV CASE 200401130982  
CUST STS ON 3 DIFF OCCASIONS VEH HAS SURGED FORWARD WHEN APPLIED THE BRAKES. STS TWICE DLR HAS INSPECT VEH & ADVISED THAT SYSTEM SHOWED "NO DIAGNOSTIC CODES". STS VEH IS CURRENTLY AT DLRSHIP UNDERGOING FURTHER DIAGNOSIS & DLR ADVISED CUST TO REPORT MATTER TO CAC. STS BEFORE CALLING RESEARCHD NHTSA & FOUND 7 REPORTS (FROM OTHER 03 CAMRY OWNERS) EXPERIENCING THIS SAME COND.  
\*\*\* NOTES 01/23/2004 10:24:47 AM WSAMUELS  
ARB PPWK WAS SENT TO THIS CUSTOMER VIA USPS FIRST CLASS MAIL DATED 1/21/04. ALLOW 7-10 B/D FOR PPWK.

\*\*\* CASE CLOSE 01/26/04 10:46:23 AM SF3  
CUST MAY PURSUE ARB.  
**Additional Summary:**

**Toyota ID No:** 200403090658  
**NHTSA ODI No:**  
**Date of Incident:** 20040000  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** CINCINNATI, OH

**NHTSA Summary:**  
\*\*\* PHONE LOG 03/09/2004 10:53:26 AM JARMENTA  
CUST STS IS HAVING A CONCERN WITH HIS VEH SURGING, STS VEH JUMPS FORWARD, AND IS AFRAID THAT VEH MAY JUST AT A BAD MOMENT, AND INJURE SOMEONE, STS SPOKE TO SERV MGR AND HAS APPT ON THURS, HOWEVER DLR ADV D HAS NEVER HEARD OF CONCERN, AND ADV D MAY NOT BE ABLE TO ASSIST.  
NOTE TO CRM IF NECESSARY PLS CONTACT YOUR DSPM FOR FURTHER ASSIST. THANKS  
\*\*\* NOTES 03/11/04 06:23:09 AM CINI  
EMAILED 3 DAY NOTICE TO CRM AND SM TO CALL CUSTOMER TO AVOID POSSIBLE NO RESPONSE OR UPDATE CASE NOTES.

\*\*\* CASE CLOSE 03/11/04 11:45:45 AM DLR34078  
WE SET APPOINT UPY ON 3/9/04 FOR INSPECTION TODAY. WE HAVE BEEN UNABLE TO DUPLICATE CONDITION. WE HAVE CONTACTED TECH ASST AND WILL WORK WITH THEM FOR POSS SOLUTION IF NEEDED  
**Additional Summary:**

**Toyota ID No:** 200403181173  
**NHTSA ODI No:**  
**Date of Incident:** 20040000  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300

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*Toyota Sudden Unintended Acceleration: Appendix A*

**Location of Incident:** EDMONDS, WA

**NHTSA Summary:**  
\*\*\* PHONE LOG 03/18/2004 03:37:43 PM DDRURY  
CUST STS SHE WAS PARKED AND VEH SURGED FORWARD. CUST STS ANOTHER TIME SHE WAS STOPPED AT TRAFFIC LIGHT AND WITH FOOT ON THE BRAKE SHE WAS MOVING FORWARD. CUST STS DLR DID NOT INSPECT VEH EITHER TIME. CUST SKS TO VOICE HER CONCERNS.

\*\*\* CASE CLOSE 03/18/2004 03:37:58 PM DDRURY  
NCR APOL AND ADV CUST WOULD DOC CONCERNS. NCR PROVIDED CASE #.  
**Additional Summary:**

**Toyota ID No:** 200401261552  
**NHTSA ODI No:**  
**Date of Incident:** 20040100  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** GENESEE, IL

**NHTSA Summary:**  
\*\*\* PHONE LOG 01/26/2004 03:21:45 PM LESPINOZA  
CUST STS ONGOING VEH CONCERN. CUST STS APPLIES THE BRAKES AND VEH ACCELERATES FORWARD, INTERMITTENTLY. CUST STS 3RD TIME ISSUE OCCURRED VEH WAS INVOLVED IN AN ACCIDENT. CUST STS WAS PULLING INTO A STORE PARKING SPACE, CUST APPLIED THE BRAKE, VEH ALMOST CAME TO A COMPLETE STOP THEN ACCELERATED FORWARD, STS SWERVED TO MISS A BUILDING AND HIT A POLE W/ THE RIGHT FRONT BUMPER AND THE POLE CAME DOWN ON THE HOOD. CUST STS DLR INSPECTED VEH. WERE NOT ABLE TO DUPLICATE & ADV'D  
\*\*\* NOTES 01/26/2004 03:23:02 PM LESPINOZA  
VEH WAS OKAY. CUST STS BODY WORK HAS BEEN COMPLETED. CUST STS WILL CONTINUE TO DRIVE VEH. NCR OFFERED REGION OPEN AND CUST DECLINED.

\*\*\* CASE CLOSE 01/26/2004 03:24:02 PM LESPINOZA  
NCR ADV CUST WILL DOC CONCERN AT TOY HQ.  
**Additional Summary:**

**Toyota ID No:** 200401061118  
**NHTSA ODI No:**  
**Date of Incident:** 20040100  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** WAUKEGAN, IL

**NHTSA Summary:**  
\*\*\* PHONE LOG 01/06/2004 01:50:25 PM PTIMBERLAKE  
==FCRP== CUST STS SHE WAS ENTERING AN INTERSECTION AND APPLIED THE BRAKES. STS INSTEAD OF VEH SLOWING DOWN THE VEH ACCELERATED CAUSING HER TO HIT ANOTHER VEH ON OTHER VEH'S REAR PASSENGER SIDE NEAR REAR TIRES. CUST STS VEH ACCELERATING WHEN APPLYING BRAKES HAS HAPPENED BEFORE. CUST WANTS TO KNOW WHY VEH ACCELERATED WHEN APPLYING THE BRAKES. LEGAL REQUESTS FCRP WITH MANY INTERIOR/EXTERIOR PHOTOS.  
\*\*\* NOTES 01/07/04 07:17:22 AM CHIS  
REGION LEFT MESSAGE ON CUSTOMER'S PHONE RECORDER TO PLEASE CALL TO SET UP AN APPOINTMENT FOR INSPECTION OF VEHICLE.  
\*\*\* NOTES 01/14/2004 10:49:19 AM LESPINOZA  
NCR C/B CUST. CUST STS REGION INSPECTED THE VEH AND ADV CUST VEH IS OPERATING AS DESIGNED. STS REGION WAS NOT ABLE TO DUPLICATE. CUST STS DOES NOT FEEL

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SAFE IN VEH. NCR ADV CUST CAN PURSUE OUTSIDE OF TOY, GET A 2ND OPINION OR PURSUE ARB. NCR OFFERED ADDRESS TO LEGAL.

\*\*\* CASE CLOSE 01/14/04 02:40:32 PM CHIS  
FIS INSPECTED VEHICLE AND ROAD TESTED. VEHICLE OPERATED AS DESIGNED. CUSTOMER WAS TOLD SHE MUST CONSIDER HUMAN ERROR. LETTER SENT TO CUSTOMER ADVISING THAT VEHICLE OPERATED AS DESIGNED.

**Additional Summary:**

**Toyota ID No:** 200401160339  
**NHTSA ODI No:**  
**Date of Incident:** 20040100  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** DOWNERS GROVE, IL

**NHTSA Summary:**  
\*\*\* PHONE LOG 01/16/2004 09:10:19 AM BBRIEDE  
==FCRP==  
CUST STS WAS TURNING INTO A PARKING LOT WHEN THE VEH SUDDENLY ACCELERATED FORWARD AND HIT A WALL. STS HAD VEH SERVICED THE DAY BEFORE AND FELT SOMETHING WASN'T SAME WITH VEHICLE. STS THERE WERE NO MAJOR INJURIES BUT SHE HAS BRUISES AND HAS DOCTORS APPT. STS WOULD LIKE INSPECTION OF VEH TO DETERMINE IF SOMETHING FAULTY IN ENGINE. NCR APOL & ADV OF FCRP INSPECTION. CUST REQUESTED INSPECTION AND IS AWARE OF 60-DAY PROCESS.  
\*\*\* NOTES 01/16/2004 09:11:55 AM BBRIEDE  
LEGAL REQUESTS FIELD REPORT WITH MANY INTERIOR AND EXTERIOR PHOTOS  
\*\*\* NOTES 01/23/2004 12:30:24 PM LESPINOZA  
NCR C/B CUST. CUST STS HAS NOT BEEN CONTACTED BY THE REGION AND SKS CASE STATUS. CUST STS BODY WORK WILL BE COMPLETED ON 2/5/04 AND WOULD LIKE VEH INSPECTED BEFORE TAKING DELIVERY. NCR ADV WOULD CONTACT REGION AND ADV CUST SKS F/U.  
NCR CONTACTED REGION LEFT MSG FOR JASON RUSSO TO ADV CUST SKS F/U REGARDING FCRP INSPECT.  
\*\*\* NOTES 01/27/04 09:26:08 AM CH14  
CONTACTED CUST. CUST NOT AVAIL. LEFT MESSAGE FOR CONTACT.  
\*\*\* NOTES 01/27/04 09:38:32 AM CH14  
CONTACTED CUST. ADV THAT VEH HAS NOT BEEN REPAIRED AND AT PACEY WEBB FORD DLR IN WHEATON, IL. ADV WOULD HAVE VEH INSPECTED  
\*\*\* NOTES 01/27/04 09:38:47 AM CH14  
FORWARDED TO FIS FOR INSPECTION.  
\*\*\* NOTES 02/06/04 12:44:14 PM CH14  
FIS COMPLETED INSPECTION OF VEH ON 1/29/04. FIS STS UPON INSPECTION VEH WAS OPERATING PROPERLY AND FUNCTIONED AS DESIGNED.

\*\*\* CASE CLOSE 02/06/04 12:44:34 PM CH14  
VEH OPERATING PROPERLY.  
\*\*\* NOTES 03/11/2004 08:13:42 AM MSOLORIO  
CUST C/B SHE FEELS THAT TOY WAS RESPONSIBLE FOR ISSUE THAT OCCURED, NCR TRANSFERRED TO PRODUCT LIABILITY PER ADV FROM SUPERVISOR.  
\*\*\* NOTES 03/12/2004 09:13:55 AM PTIMBERLAKE  
++OUTGOING CUST CALL++ NCR RETURNING V/M FROM CARL SIPEK - BROTHER (630-243-1020). NCR SPOKE TO WIFE - LYNN WHO ADV HER HUSBAND HAS QUESTIONS ABOUT NHTSA INVESTIGATION REGARDING CAMRY ACCELERATION. ADV LYNN TO HAVE HER BROTHER OR SISTER IN LAW CALL BACK.

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\*\*\* N  
**Additional Summary:**

**Toyota ID No:** 10101790  
**NHTSA ODI No:** 20040101  
**Date of Incident:** 20040101  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** DOWNERS GROVE, IL  
**NHTSA Summary:**  
OWNER OF 2003 TOYOTA CAMRY EXPERIENCED SUDDEN ACCELERATION SUGGEST NHTSA INITIATE INVESTIGATION. \*BF WHILE THE CONSUMER WAS PARKING THE VEHICLE IT SUDDENLY SURGED FORWARD HITTING A CONCRETE WALL. AS A RESULT THE CONSUMER SUSTAINED SOME BRUISES. THE ACCIDENT CAUSED \$5000 WORTH OF DAMAGE TO THE VEHICLE. THIS INCIDENT WAS FOLLOWED BY TWO MORE SIMILAR OCCURRENCES. NO ANSWER REQUIRED - DUPLICATE OF ODI REF. NO. 10101616. \*MJJ SEE ALSO 10063095. \*DSY  
**Additional Summary:**

**Toyota ID No:** 10067142  
**NHTSA ODI No:** 20040101  
**Date of Incident:** 20040101  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** URBANDALE, IA  
**NHTSA Summary:**  
CONSUMER COMPLAINED ABOUT UNEXPECTED ACCELERATION. CONSUMER TOOK VEHICLE TO THE DEALER. ALSO, THE LEXUS CORPORATION SENT A REPRESENTATIVE TO INSPECT THE VEHICLE, AND THEY CLAIMED THERE WAS NO PROBLEM. \*AK CONSUMER WAS PULLING OUT FROM A PARKING SPACE WHEN VEHICLE ACCELERATED FORWARD AS SOON AS CONSUMER STEPPED ON THE BRAKE PEDAL. \*LA  
**Additional Summary:**

**Toyota ID No:** 10075245  
**NHTSA ODI No:** 20040101  
**Date of Incident:** 20040101  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** SAN MARINO, CA  
**NHTSA Summary:**  
AUTOMATIC TRANSMISSION/VEHICLE SPEED CONTROL:ACCELERATOR PEDAL FAILED.  
\*AK  
**Additional Summary:**

**Toyota ID No:** 10055728  
**NHTSA ODI No:** 20040106  
**Date of Incident:** 2003 TOYOTA CAMRY  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** JAMAICA, NY  
**NHTSA Summary:**  
THE VEHICLE ACCELERATED ON ITS OWN WHICH CAUSED THE VEHICLE TO CRASH INTO A WALL AND DAMAGE THE FRONT OF THE VEHICLE. \*JB  
**Additional Summary:**

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**Toyota ID No:**  
**NHTSA ODI No:** 10094578  
**Date of Incident:** 20040106  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** MASHPEE, MA  
**NHTSA Summary:**  
WHILE IN A PARKING LOT AND BACKING OUT OF A PARKING SPACE VEHICLE ACCELERATED, HITTING A PEDESTRIAN. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10156012  
**Date of Incident:** 20040110  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** DOVER, NH  
**NHTSA Summary:**  
I OWN A 2004 CAMRY SE WITH THE 3.3 LITER V6. EVER SINCE WE PURCHASED THIS CAR WE HAVE PUT UP WITH A TERRIBLE HESITATION IN THROTTLE RESPONSE. MANY TIMES WE HAVE NEARLY BEEN HIT BY OTHER CARS WHILE PULLING INTO THE FLOW OF TRAFFIC. I HAVE TAKEN IT TO THE DEALERSHIP AND SPOKEN WITH THE MANAGER AS WELL AS MET WITH THE REGIONAL TOYOTA REP. THEY BOTH ACKNOWLEDGED THAT THIS IS AN ISSUE BUT OFFERED NO RESOLUTION. \*NM  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10062975  
**Date of Incident:** 20040111  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** PHILADELPHIA, PA  
**NHTSA Summary:**  
WHILE DRIVING AT 15 MPH VEHICLE EXPERIENCED UNWANTED SUDDEN ACCELERATION. WHEN THIS OCCURRED CONSUMER IMMEDIATELY DEPRESSED THE BRAKE PEDAL, AND PUT VEHICLE IN NEUTRAL TO STOP THE ACCELERATION. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10108704  
**Date of Incident:** 20040112  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** BROOKLYN, NY  
**NHTSA Summary:**  
THE VEHICLE TENDS TO HESITATE AND NOT ACCELERATE WHILE PRESSING DOWN ON THE ACCELERATOR PEDAL WHILE ON THE ROAD. OWNER WILL CONTACT MANUFACTURER. \*JB \*NM  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10154137

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**Date of Incident:** 20040114  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** DOWNERS GROVE, IL  
**NHTSA Summary:**  
2003 CAMRY ACCELERATED OUT OF CONTROL CAUSING CONSUMER TO CRASH INTO A WALL. \*TS THE CONSUMER WANTED TO KNOW IF ANY ACTION WILL BE TAKEN REGARDING HER COMPLAINT. \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10055375  
**Date of Incident:** 20040120  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** VISALIA, CA  
**NHTSA Summary:**  
IN NOVEMBER 2003 VEHICLE EXPERIENCED SUDDEN ACCELERATION, TWO MONTHS LATER, ONCE AGAIN WHILE DRIVING, VEHICLE EXPERIENCED SUDDEN ACCELERATION. DEALER INDICATED BOTH TIMES THAT NOTHING WAS WRONG WITH THE VEHICLE. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10065859  
**Date of Incident:** 20040122  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** CAMARILLO, CA  
**NHTSA Summary:**  
WITNESSES SAW MY PARENTS VEHICLE (A 2002 TOYOTA CAMRY) COMING TO A STOP AND THEN SUDDENLY ACCELERATE. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10060870  
**Date of Incident:** 20040122  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** TEANECK, NJ  
**NHTSA Summary:**  
MY 2003 TOYOTA COROLLA EXPERIENCED A SUDDEN ACCELERATION PROBLEM TWICE. THE LOCAL TOYOTA DEALER AND TOYOTA'S FIELD TECHNICAL SPECIALIST REFUSED TO BELIEVE THE CAR WOULD HAVE ACCELERATED BY ITSELF UNLESS I HAD PRESSED THE ACCELERATOR. NO WAY!!!! THEY SAID IT WAS IMPOSSIBLE FOR THE CAR TO HAVE PICKED UP SELF-ACCELERATION. THEY WERE UNABLE TO PINPOINT ANY PROBLEM. THIS IS A VERY DANGEROUS SITUATION! I WAS LUCKY NOBODY WAS HURT OR KILLED.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10120000  
**Date of Incident:** 20040128  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** DAYTON, TN  
**NHTSA Summary:**

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DT: THE CONSUMER'S VEHICLE ACCELERATED SUDDENLY AND RESULTED IN AN ACCIDENT ON JAN 28, 04 WHICH TOTALED THE VEHICLE. THE FIRST TIME THE GAS PEDAL BECAME STUCK WAS NOV, 03. THAT TIME THE PROBLEM WAS REPAIRED AND THE CONSUMER WAS CHARGED FOR THE REPAIRS. THIS PROBLEM IS UNDER INVESTIGATION WITH NHTSA. \*NM  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10056060  
**Date of Incident:** 20040128  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** WAUKEGAN, IL  
**NHTSA Summary:**  
WHILE DRIVING CONSUMER APPLIED THE BRAKES AND VEHICLE SUDDENLY ACCELERATED. CONSUMER WAS UNABLE TO MAINTAIN CONTROL OF THE VEHICLE, AND IT HIT ANOTHER VEHICLE HEAD ON. UPON IMPACT, BOTH AIRBAGS DID NOT DEPLOY. CONSUMER HAD VEHICLE TOWED TO REPAIR SHOP, BUT MECHANIC WAS NOT ABLE TO DUPLICATE THE PROBLEM. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10298634  
**Date of Incident:** 20040128  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** SEA GIRT, NJ  
**NHTSA Summary:**  
1/28/04, I WAS PULLING HEAD ON, AT A LOW RATE OF SPEED, ALMOST A CRAWL, INTO A PARKING SPACE, IN FRONT OF A BUSINESS AND THE CAR "JUMPED" OR SURGED FORWARD. MY FOOT WAS OFF THE BRAKE AND THE ACCELERATOR WHEN THIS OCCURRED. THE CAR HIT THE BUILDING. 8/11/05, I WAS PULLING HEAD ON INTO A PARKING SPACE IN A PARKING LOT, AT A LOW RATE OF SPEED, WHEN THE CAR "JUMPED" OR SURGED FORWARD. THE CAR HIT A TREE IN FRONT OF ME. \*TR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10064958  
**Date of Incident:** 20040129  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** ROHNERT PARK, CA  
**NHTSA Summary:**  
VEHICLE SUDDENLY ACCELERATED AND BRAKES DIDN'T RESPOND WHEN PRESSED. (NAR) \*PH \*CB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10057309  
**Date of Incident:** 20040131  
**Vehicle:** 2003 TOYOTA TACOMA  
**Location of Incident:** GILROY, CA  
**NHTSA Summary:**

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AS SOON AS THE CONSUMER STARTED THE VEHICLE THE RPM'S REVVED EXTREMELY HIGH AND THE VEHICLE LUNGED FORWARD. THE VEHICLE WAS TAKEN TO THE DEALER WHO REPLACED THE THROTTLE ACTUATOR CONTROL MOTOR THREE TIMES IN AS MANY DAYS. THE MANUFACTURER WILL BE INFORMED OF THE PROBLEM. \*NM  
**Additional Summary:**

**Toyota ID No:** 200403120295  
**NHTSA ODI No:** 20040200  
**Date of Incident:** 2002 TOYOTA, LEXUS ES300  
**Location of Incident:** ROCKVILLE, MD  
**NHTSA Summary:**  
\*\*\* PHONE LOG 03/12/2004 08:36:03 AM ACAMPBELL REFER TO CASE#20031120125. CUST STS SHE IS CURRENTLY DRIVING AN UNSAFE VEH. CUST STS SHE IS RESPONSIBLE FOR PETITION THAT INITIATED THE NHTSA CAMPAIGN FOR THE ES300. CUST STS SHE WROTE A LETTER TO DCLMMONS ADDRESSING ISSUES THAT WERE SUBSEQUENT TO VEH ACCIDENT AND CUST RECEIVED A GRAMATICALLY INCORRECT RESPONSE FROM LCS THAT WAS INSULTING AND DID NOT ADDRESS HER ISSUES. CUST STS SHE SENT DOCUMENTATION TO LCS RE 1 WEEK'S COST OF RENTAL VEH CHARGES POST ACCIDENT. \*\*\* NOTES 03/12/2004 08:39:51 AM ACAMPBELL CUST STS LTR DID NOT ADDRESS CONCERNS W/ COST AND ONLY MENTIONED VEH INSPECTION. CUST STS SHE HAS INCURRED ADDITIONAL VEH RENTAL CHARGES, TOWING FEES, LOSS OF WAGES, AND AN INSURANCE DEDUCTIBLE. CUST FEELS SHE IS ENTITLED TO REIMB FOR THESE COSTS AND WILL FAX DOCUMENTATION TO 310-381-4892. CUST ALSO FEELS SHE SHOULD BE COMPENSATED BY LEXUS FOR PUNITIVE DAMAGE AND WOULD LIKE HER VEH TO BE RPLD. \*\*\* NOTES 03/12/2004 08:42:21 AM ACAMPBELL CUST STS SHE TOOK VEH TO DLR ON 2/20 B/C VEH EXPERIENCED AN EPISODE OF SURGING IN THE VEH. CUST STS SHE HAS BEEN CONTACTED BY LOCAL NEWSPAPERS AND FEELS LEXUS SHOULD RECOGNIZE HER CONCERNS AND TAKE ACTION. CUST WILL FAX DOCUMENTATION AND REQ RESPONSE FROM LCS RE THESE CONCERNS. \*\*\* COMMIT 03/12/2004 01:30:28 PM AWUI ACTION TYPE: CUSTOMER \*\*\* COMMIT 03/18/2004 10:16:06 AM AWUI ACTION TYPE: CUSTOMER  
**Additional Summary:**

**Toyota ID No:** 200402181101  
**NHTSA ODI No:** 20040200  
**Date of Incident:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** TYLER, TX  
**NHTSA Summary:**  
\*\*\* PHONE LOG 02/18/2004 01:04:05 PM MMCKNIGHT CUST STS SHE TOOK VEH TO DLR ON 1/29/04 FOR THE ECM UPDATE. CUST STS THAT WHEN SHE GOES TO PULL OUT THE VEH WILL STOP SOMETIMES. CUST ALSO STATES THAT SOMETIMES WHEN ACCELERATING THE VEH WILL TAKE OFF. CUST FEELS THAT THIS IS VERY DANGEROUS & WANTS TO KNOW WHAT TO DO ABOUT. CUST HAS NOT TAKEN TO BACK TO DLR. \*\*\* CASE CLOSE 02/18/2004 01:04:17 PM MMCKNIGHT ADV CUST TO TAKE TO DLR FOR INSPECTION & ASSIST. ADV I WILL DOCUMENT CONCERNS & TO CALL BACK IF NECESSARY. CUST SATIS, NO FURTHER ASSIST REQ.  
**Additional Summary:**

**Toyota ID No:** 200403161296  
**NHTSA ODI No:** 20040200  
**Date of Incident:**

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**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** LAS VEGAS, NV  
**NHTSA Summary:**  
 \*\*\* PHONE LOG 03/16/2004 03:16:08 PM JPARENT CUST HAS HAD A POWER SURGE THAT CAUSED AN ACCIDENT ABOUT A MONTH AGO. CUST STD THAT IT WAS A WET DAY AND SHE DROVE A MILE AND WENT INTO HER GARAGE AND PUT HER FOOT ON THE BRAKE AND SHE RAN INTO A PIECE OF FURNITURE. CUST STD THAT THE VEH SURGED ON HER. CUST WAS CALLING TO INQUIRE ABOUT THE MEDIA RELEASE ABOUT THE ENGINE SURGING. CUST THOUGHT AT FIRST THAT IT WAS BECAUSE HER FEET WERE WET AND SLIPPERY. VEH HAD EITHER S2K OR S3K OF DAMAGE ON IT. \*\*\* SUBCASE 200403161296-1 CREATED 03/16/2004 03:16:20 PM JPARENT \*\*\* PHONE LOG 03/16/2004 03:58:49 PM JPARENT ACTION TYPE: INCOMING CALL SPOKE TO KRISTI PAULSON, WESTERN AREA AND SHE ADV THAT SINCE VEH WAS RPRD THE PIR CANNOT BE DONE. SHE ADV TO LET CUST KNOW THE INFO ON THE SURGING ISSUE AND IF ANYTHING HAPPENS SHE WILL BE NOTIFIED. \*\*\* PHONE LOG 03/16/04 04:09:11 PM KPAULSON310 ACTION TYPE: OUTGOING CALL PHONE CALL TO J. PARENT. I ADV I WAS UNSURE WHY CASE WAS DISPATCHED TO LWA OR IF IT WAS DONE ON ACCIDENT SINCE THERE WERE NO NOTES OR DOCUMENTATION AS TO WHAT WE WERE TO DO WITH IT. SHE ADV THAT CUST WAS CONCERNED THAT HER VEH MIGHT BE INVOLVED IN SURGE ISSUE. I ADV THE ACCIDENT HAPPENED A MONTH AGO, VEH IS REPAIRED AND BY CUST'S OWN ADMISSION, FOOT WAS WET AND COULD HAVE SLIPPED OFF BRAKE PEDAL. I ADV THAT WE WOULD NOT INSPECT VEH. I ADV THAT SHE SHOULD INFORM CUST THAT NHTSA IS INVESTIGATING AND WE ARE COOPERATING AND IF THERE IS SOMETHING THAT COMES OUT OF THE INVESTIGATION, CUSTOMERS WOULD BE INFORMED. BUT AT THIS TIME THERE IS NOTHING FURTHER TO DO. \*\*\* PHONE LOG 03/18/2004 10:58:29 AM JPARENT ACTION TYPE: OUTGOING CALL CALLED CUST AND ADV THAT WE WOULD NOT INSPECT VEH. I ADV THAT SHE SHOULD INFORM CUST THAT NHTSA IS INVESTIGATING AND WE ARE COOPERATING AND IF THERE IS SOMETHING THAT COMES OUT OF THE INVESTIGATION, CUSTOMERS WOULD BE INFORMED, BUT AT THIS TIME THERE IS NOTHING FURTHER TO DO. CUST ASKED IF SHE SHOULD HAVE IT CHECKED WHEN SHE GOES TO HER  
**Additional Summary:**

**Toyota ID No:** 200403230297  
**NHTSA ODI No:**  
**Date of Incident:** 20040200  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** PALM BEACH GARDENS, FL  
**NHTSA Summary:**  
 \*\*\* PHONE LOG 03/23/2004 08:35:24 AM BBRIEDE  
 ---FCRP---  
 VALERIE SAALBACH CALLING ON BEHALF OF MOTHER: STATES HER MOTHER WAS INVOLVED IN AN ACCIDENT ABOUT A MONTH AGO. CUST STS SHE WAS A PASSENGER (WOMAN NAMED RENATA WAS DRIVING) AND WHEN BACKING OUT OF THE DRIVEWAY THE VEH SUDDENLY ACCELERATED FORWARD INTO A TREE. STS AIR BAG DEPLOYED AND MOTHER SUFFERED BROKEN RIBS AND CRACKED COLLAR BONE. STS BOTH WEARING SEAT BELTS. NCR APOL & EDUCATED CUST ON NHTSA INVESTIGATION. CUST FEELS VEH ACCELERATED ON ITS OWN >>>  
 \*\*\* NOTES 03/23/2004 08:38:51 AM BBRIEDE  
 CONT' >>> AND REQUESTS INSPECTION. CUST UNDERSTANDS 60-DAY FCRP PROCESS. LEGAL REQUESTS FIELD REPORT WITH MANY INTERIOR AND EXTERIOR PHOTOS  
 \*\*\* NOTES 03/24/04 05:01:10 AM SET2  
 CASE ASSIGNED TO LAUREN  
 \*\*\* NOTES 03/25/04 01:28:51 PM SET10

CRC SPK TO CUST, CUST STS VEH IS CURRENTLY AT BODY SHOP, BUT REPAIRS MAY BE COMPLETE ON 3/26. CRC EXPL THAT IF VEH IS REPAIRED 3/26, AN APPOINTMENT WOULD HAVE TO BE SCHEDULED FOR INSPECTION. CUST STS SHE WILL SPK WITH BODY SHOP TO GET MORE INFO AND CALL BACK CRC. CRC WILL AWAIT CALL BACK FROM CUST WITH MORE INFO.  
**Additional Summary:**

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**Toyota ID No:**  
**NHTSA ODI No:** 10153435  
**Date of Incident:** 20040201  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** WEST PALM BEACH, FL  
**NHTSA Summary:**  
 DT\*: THE CONTACT STATED WHILE SLOWING DOWN BEHIND ANOTHER VEHICLE. IT WOULD NOT SLOW DOWN SO THE VEHICLE WAS PUT IN TO NEUTRAL, THE ENGINE REVVED UP. THE GEARS WERE THEN PUT INTO DRIVE AND FINALLY THE ENGINE SLOWED DOWN. THE VEHICLE WAS TAKEN TO THE DEALERSHIP TO BE CHECKED, UPON INSPECTION THE PROBLEM WAS DETERMINED TO BE THE THROTTLE BODY HAD STUCK. THE VEHICLE WAS DRIVEN FOR A SHORT AMOUNT OF TIME BEFORE EXPERIENCING THE SAME TYPE PROBLEMS. THE DEALER SAID IT COULD HAVE BEEN THE FLOOR MAT GETTING UNDER THE ACCELERATOR PEDAL. THE VEHICLE IS STILL HAVING THE SAME TYPE OF PROBLEMS. THE MANUFACTURER HAS BEEN ALERTED. UPDATED 4/6/2006 - \*NM  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10063129  
**Date of Incident:** 20040202  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** MANCHESTER, NY  
**NHTSA Summary:**  
 CONSUMER STATED THE BRAKES LOCKED WHEN HE ATTEMPTED TO STOP AT A TOLL BOOTH. THIS CAUSED A REAR END COLLISION UPON IMPACT, AIR BAGS DID NOT DEPLOY CONSUMER SUSTAINED A BRUISED CHEST, AND CONSUMER'S WIFE SUSTAINED 2 TWO BROKEN RIBS. CONSUMER STATED THAT WHEN HE HIT THE VEHICLE IN FRONT IT WAS AS IF THE VEHICLE ACCELERATED, AND EVEN THOUGH HE HAD FEET ON THE BRAKES, VEHICLE KEPT GOING. HE STATES THAT HE PUSHED THE VEHICLE IN FRONT OF HIM, IMMEDIATELY CUT THE IGNITION OFF, PUT ON EMERGENCY BRAKES, AND COASTED TO THE SIDE OF THE ROAD. VEHICLE CAME TO A STOP ON THE SHOULDER. HE SAYS THAT THE ONLY THING THAT SAVED HE AND HIS WIFE WAS THE SEAT BELTS. CONSUMER STATED HE SAW ON TV THAT TOYOTA WAS RECALLING 2002-2003 CAMRYS FOR EXCESSIVE ACCELERATION. \*AK \*SC \*JB  
**Additional Summary:**

**Toyota ID No:** 200402041094  
**NHTSA ODI No:**  
**Date of Incident:** 20040204  
**Vehicle:** 2003 TOYOTA, LEXUS ES300  
**Location of Incident:** GLEN RIDGE, NJ  
**NHTSA Summary:**  
 \*\*\* PHONE LOG 02/04/2004 02:20:20 PM SFUJIKAWA DOM ANDY OVIATT CALLD TO ADV THAT HE HAPPENED TO INSPECT CUSTS' 03 ES 300 AT PRESTIGE LEXUS FOR A CONCERN W/ THE ACCELERATOR PEDAL TODAY. DOM ADV THAT CUST WILL BE CALLING LCS

ABOUT UNINTENTIONAL ACCELERATION. \*\*\* COMMIT 02/04/2004 02:20:37 PM SFUJIKAWA ACTION TYPE: CUSTOMER \*\*\* FULFILL 02/05/2004 04:20:44 PM SFUJIKAWA ACTION TYPE: CUSTOMER \*\*\* COMMIT 02/05/2004 04:20:57 PM SFUJIKAWA ACTION TYPE: CUSTOMER \*\*\* FULFILL 02/09/2004 04:34:07 PM SFUJIKAWA ACTION TYPE: CUSTOMER \*\*\* CASE CLOSE 02/09/2004 04:34:59 PM SFUJIKAWA WAITED FOR CUST TO CALL. NO CALL CAME IN CASE CLOSED  
**Additional Summary:**

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**Toyota ID No:**  
**NHTSA ODI No:** 10064802  
**Date of Incident:** 20040205  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** NEW YORK, NY  
**NHTSA Summary:**  
 WHILE MAKING A TURN FROM A STOP SIGN, THE ACCELERATOR PEDAL DESCENDED TO MORE THAN THE DRIVER HAD DEPRESSED, WHICH CAUSED THE CONSUMER TO LOSE CONTROL OF THE VEHICLE AND SUBSEQUENTLY HITTING A PALM TREE HEAD ON. THE PASSENGER SUSTAINED INJURIES. ANN SAALBACH'S DAUGHTER CALERIE SAALBACH ISSUED THIS INFORMATION. PLEASE PROVIDE DETAILS.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:**  
**Date of Incident:** 20040205  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** BOWIE, MD  
**NHTSA Summary:**  
 Toyota Camry 2002 Model: Sudden Acceleration Problem A sudden acceleration problem happened to my Toyota Camry 2002 model on February 5, 2004, when I was going to my office around 7:30 AM. As I was coming to a complete stop at the 1st Stop sign in my neighborhood, and just a few seconds before I was to take a left turn at the intersection, suddenly my car made some noise and accelerated by itself and started zooming fast and went straight ahead. I pressed the break, but it didn't work, and then I put the car on neutral, it didn't work, and then pulled the hand break and even that did not stop the car. The car continued its race for about a quarter mile and finally I had to dash it against a snow bank in the front yard of a house in the cul de sac. Fortunately, there were no persons or cars on the street. Otherwise, when the car was going out of control at such a speed, it could have hit someone. Likewise, luckily, there was no injury for me, and there was no damage to the car either. Later in the afternoon I towed the car to the nearest Toyota dealer and after they inspected the car, they told me that there was no malfunctioning in the car. They refused to believe that the car would have accelerated by itself unless I had pressed the gas. They said, it is impossible for the car to have picked up self-acceleration. I am absolutely sure that I did not press the gas by mistake. Why should I keep on pressing the gas for about a quarter mile, when my intention is to stop the car and save my life and others' lives too? I have taken up the matter with the Toyota's product liability department. And they said they will get the car inspected once again. But my concern is that, where is the guarantee that the car will not behave erratically again in the future, even though Toyota mechanics are not able to pinpoint this problem.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10079871  
**Date of Incident:** 20040207  
**Vehicle:** 2004 TOYOTA 4RUNNER  
**Location of Incident:** RENO, NV

**NHTSA Summary:**  
 PROBLEMS WITH THE BOTTOM OF THE SEATS MOVING AROUND AS IF NOT IN THE LOCKED POSITION. THE VEHICLE ACCELERATED UP TO 5 MPH ALTHOUGH THE CONSUMER'S FOOT WAS NOT ON THE ACCELERATOR. AT TIMES WHILE SHIFTING FORM DRIVE TO NEUTRAL AND THEN REVERSE, THE ENGINE COULD BE HEARD REVVING UP THEN THE VEHICLE WOULD JERK BACKWARDS. THE VEHICLE WAS TAKEN TO A LOCAL DEALER WHO TEST DROVE THE VEHICLE. THE TECHNICIAN CONCLUDED THAT THE VEHICLE WAS PERFORMING AS DESIGNED AND REFUSED TO PROVIDE FURTHER ASSISTANCE. \*NM  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10062702  
**Date of Incident:** 20040208  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** COLUMBUS, GA  
**NHTSA Summary:**  
 AUTO ACCELERATED UNEXPECTEDLY CAUSING ACCIDENT, STRIKING A BUILDING. \*JB SEE VQO 10061753. \*DSY  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10219665  
**Date of Incident:** 20040208  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** RICHMOND, VA  
**NHTSA Summary:**  
 WHEN MAKING AS LOW TURN, AT UNDER 5 MILES PER HOUR IF THE ACCELERATOR IS DEPRESSED THERE IS A SIGNIFICANT LAG BEFORE THE CAR REACTS AND MOVES. DEALER CLAIMS THAT IS THE WAY IT IS AN CAN'T FIX IT. ALSO HAPPENED WITH A 2007 LEXUS ES 350 AS A DEALER LOANER AND THIS TIME RESULTED IN AN ACCIDENT WITH \$3,700 DAMAGE TO LEXUS. \*TR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10059705  
**Date of Incident:** 20040211  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** WOBURN, MA  
**NHTSA Summary:**  
 WHILE DRIVING UP HILL FROM A STOP THROTTLE STUCK, MAKING IT HARD FOR CONSUMER TO DECELERATE. THE DEALERSHIP WAS NOTIFIED, BUT DID NOT RESOLVE THE PROBLEM. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10064325  
**Date of Incident:** 20040212  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** CATONSVILLE, MD  
**NHTSA Summary:**

THERE HAVE BEEN A NUMBER OF INCIDENTS OF POSSIBLE UNEXPLAINED ACCELERATION OF MY 2003 CAMRY, WHERE CAR SEEMS TO SURGE FORWARD WITHOUT ME DOING ANYTHING.\*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10063095  
**Date of Incident:** 20040214  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** DOWNERS GROVE, IL

**NHTSA Summary:**  
THE CONSUMER EXPERIENCED SUDDEN ACCELERATION UPON MAKING A RIGHT TURN INTO A PARKING SPACE. THE VEHICLE HIT A CONCRETE WALL. THIS FAILURE ALSO OCCURRED WHILE TURNING RIGHT ONTO A MAIN STREET. \*AK THE FAILURE OCCURRED ON ANOTHER OCCASION, BUT THERE WAS NO COLLISION AS THE CONSUMER ATTEMPTED TO ACCELERATE TO MOVE UP BEHIND ANOTHER VEHICLE AT A RED LIGHT, THE VEHICLE ATTEMPTED TO ACCELERATE BY ITSELF. THE CONSUMER IMMEDIATELY BRAKED TO STOP THE VEHICLE. \*SC \*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10058176  
**Date of Incident:** 20040214  
**Vehicle:** 2001 TOYOTA PRIUS  
**Location of Incident:** SAN JOSE, CA

**NHTSA Summary:**  
THE 2001 TOYOTA PRIUS HAS A FAULTY ACCELERATOR PEDAL AND SHOULD BE COVERED UNDER THE 8-YEAR HYBRID SYSTEM WARRANTY. NOT ONLY ARE THERE SAFETY ISSUES WITH THIS PROBLEM (E.G. SUDDEN LOSS OF ACCELERATION THAT COULD CAUSE ACCIDENTS, INCORRECT COMMUNICATION BETWEEN THE ACCELERATOR AND THE HYBRID SYSTEM, ETC.) BUT THERE IS A LACK ON TOYOTA'S PART TO ADMIT THAT THE ACCELERATOR IS A CRITICAL COMPONENT OF THE HYBRID SYSTEM. WHEN THE ACCELERATOR FAILS, IT CAUSES THE "CHECK HYBRID SYSTEM" LIGHT TO APPEAR ON THE DASHBOARD AND CAN MAKE THE CAR DANGEROUSLY UNRESPONSIVE (ESPECIALLY ON THE FREEWAY). THE HYBRID SYSTEM IS EXPECTING INFORMATION FROM THE ACCELERATOR, AND WHEN IT DOESN'T RECEIVE IT, EITHER THE GAS ENGINE, OR THE ELECTRIC ENGINE, OR BOTH ENGINES FAIL TO OPERATE. EVEN THOUGH TWO TOYOTA DEALERS (STEVENS CREEK TOYOTA AND CAPITOL TOYOTA) AGREE THAT THIS IS A SERIOUS SAFETY ISSUE, BOTH CLAIM THAT THIS REPAIR IS NOT COVERED UNDER THE 8-YEAR HYBRID SYSTEM WARRANTY. HOWEVER, IF THIS ACCELERATOR PROBLEM IS NOT DIRECTLY RELATED, THEN WHY DOES THE WARNING LIGHT COME ON WHEN THE ACCELERATOR SENSOR FAILS? ALSO, WHY DID THE DEALER WHO PERFORMED THE \$654.52 REPAIR TELL ME THAT THE COMPLETE ACCELERATOR ASSEMBLY PART HAD JUST BEEN RECENTLY REVISED BY TOYOTA? (I MIGHT ADD THAT AN INDEPENDENT ELECTRICAL ENGINEER ANALYZED THE PART AND CONCLUDED THAT THE ACCELERATOR HAS AN MTBF OF 1500 HOURS. HE CONCLUDED THAT EVERY PRIUS OWNER WOULD BE SUBJECT TO THIS SAME HAZARDOUS PROBLEM SEVERAL TIMES DURING THE LIFETIME OF THE CAR!) I HAVE SUBSTANTIAL EVIDENCE FROM OTHER PRIUS OWNERS WHO ARE EXPERIENCING THE SAME PROBLEMS AND WOULD BE HAPPY TO SHARE THIS INFORMATION WITH YOUR INVESTIGATION TEAM. IN MY OPINION, THESE PROBLEMS ARE SERIOUS ENOUGH TO MERIT CONSIDERATION FOR EITHER A RECALL OR A REVISION OF TOYOTA'S "HYBRID SYSTEM" WARRANTY POLICIES. I APPRECIATE ANY

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ASSISTANCE YOU CAN PROVIDE ME IN THIS MATTER AND I HOPE THAT TOGETHER WE CAN PREVENT NEEDLESS DEATHS FROM THIS UNSAFE ACCELERATOR. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10062774  
**Date of Incident:** 20040215  
**Vehicle:** 2001 TOYOTA AVALON  
**Location of Incident:** DEERFIELD, IL

**NHTSA Summary:**  
2001 TOYOTA AVALON SURGED FORWARD WITH THE ACCELERATOR STUCK IN THE DEPRESSED POSITION RESULTING IN A COLLISION WITH THREE PARKED CARS IN A BUSY MALL PARKING LOT. THANKS TO A SNOWBANK AND THE IMPACT OF HITTING THE THREE CARS, THE VEHICLE CAME TO A STOP WITHOUT INJURING THE DRIVER OR ANYONE ELSE. THE AIR BAGS ALSO DID NOT DEPLOY. \*AK \*MR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10060884  
**Date of Incident:** 20040217  
**Vehicle:** 2003 LEXUS GS300  
**Location of Incident:** SACRAMENTO, CA

**NHTSA Summary:**  
UNEXPECTED ACCELERATION. ON SEVERAL OCCASIONS, PRIMARILY WHILE STOPPED AT A TRAFFIC SIGNAL, MY VEHICLE WOULD LUNGE FORWARD. I TOOK IT TO THE DEALER AND WAS TOLD THEY HAD NO RECORD OF A PROBLEM OF THIS NATURE FOR THIS VEHICLE. THEY COULD NOT FIND ANYTHING WRONG. I SAW A ARTICLE ON THE INTERNET THAT THE NHTSA WAS INVESTIGATING SIMILAR PROBLEMS WITH OTHER TOYOTA PRODUCTS. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10062338  
**Date of Incident:** 20040218  
**Vehicle:** 2004 TOYOTA CAMRY SOLARA  
**Location of Incident:** HOPATCONG, NJ

**NHTSA Summary:**  
I'M VERY CONCERN ABOUT MY 2002 TOYOTA CAMRY SOLARA VIN#2T1CE22P2C012342 SINCE I NOTICED ON SEVERAL OCCASIONS 02/18/04 BEING THE MOST RECENT ONE OF SOMETHING THAT CAUSES SUDDEN ACCELERATION EVEN WHEN IT READS SOMETHING DIFFERENT ON THE SPEEDOMETER. THANK YOU. RESPECTFULLY, LUIS F GARCIA. \*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10063027  
**Date of Incident:** 20040219  
**Vehicle:** 2002 LEXUS ES300  
**Location of Incident:** POMPANO BEACH, FL

**NHTSA Summary:**  
UPON PARKING IN A PARKING LOT VEHICLE SUDDENLY ACCELERATED FORWARD. WHEN THIS OCCURRED VEHICLE JUMPED THE CEMENT WHEEL BLOCK, AND WENT

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THROUGH A COMPLEX BEFORE STOPPING. CONSUMER HAD TO APPLY EXCESSIVE FORCE TO THE BRAKE PEDAL TO STOP VEHICLE. \*AK VEHICLE WAS INSPECTED BY THE DEALER AND FOUND NOTHING WRONG WITH THE VEHICLE. \*LA

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10061941  
**Date of Incident:** 20040222  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** PAWLING, NY

**NHTSA Summary:**  
AS I WAS PULLING INTO A PARKING SPACE WITH MY FOOT DEPRESSING THE BRAKE PEDAL, MY NEW (LESS THAN ONE MONTH OLD) TOYOTA CAMRY 2004 SURGED FORWARD AT A HIGH VELOCITY AND I HIT A BRICK WALL DAMAGING MY VEHICLE. INJURY: SPRAINED RIBS AND BRUISES TO CHEST AND KNEES. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10079716  
**Date of Incident:** 20040222  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** FORT LAUDERDALE, FL

**NHTSA Summary:**  
WHEN THE CONSUMER LIFTED FOOT OF THE BRAKE PEDAL VEHICLE SUDDENLY ACCELERATED, AND HIT A WOMEN WHO WAS STANDING IN THE FRONT OF THE CONSUMER'S VEHICLE, THE WOMAN FRACTURED HER ANKLE AND ARMS. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10060788  
**Date of Incident:** 20040224  
**Vehicle:** 2003 TOYOTA HIGHLANDER  
**Location of Incident:** WATERTOWN, WI

**NHTSA Summary:**  
SUDDEN ACCELERATION WHILE BRAKE WAS DEPRESSED. VEHICLE WENT UP A TWO FOOT EMBANKMENT AND THRU A CHAIN LINK FENCE. VEHICLE WAS STOPPED BY PLACING INTO PARK. THIS ALL HAPPENED WHILE BRAKE WAS DEPRESSED FULLY.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10063898  
**Date of Incident:** 20040225  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** IRVING, TX

**NHTSA Summary:**  
- NEW TOYOTA CAMRY LE PURCHASED JANUARY 2004 - ON FEBRUARY 25TH KEY WOULD NOT TURN (TOOK 10 - 15 MINUTES TO START IT) - LATER WHILE PARKING, THE CAR THE STEERING LOCKED TURNING THE CAR TO THE RIGHT - THE CAR ACCELERATED AND SURGED DESPITE DEPRESSING THE BRAKE (SAME AS ODI PE04021) - THOUGH THE CAR BROKE A METAL FLAG POLE, DAMAGED A RETAINING WALL, AND FELL SEVEN FEET INTO A MAJOR STREET, THE AIR BAGS DID NOT DEPLOY - CAR IS SEVERELY DAMAGED.

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WHEELS, TIRES, FRONT END, GAS TANK, FRONT AXLE - DRIVER HAS A SWOLLEN AND SORE KNEE ALONG WITH SIGNIFICANT SOFT TISSUE INJURIES INCLUDING BACK PAIN \*SC \*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10064845  
**Date of Incident:** 20040225  
**Vehicle:** 2000 LEXUS GS300  
**Location of Incident:** NICHOLASVILLE, KY

**NHTSA Summary:**  
WHILE MAKING A TURN FROM A STOP THE VEHICLE SUDDENLY ACCELERATED. THE CONSUMER APPLIED THE BRAKES BUT THE VEHICLE HAD EXTENDED STOPPING DISTANCE. THE DEALERSHIP WAS NOTIFIED,BUT DID NOT RESOLVE THE PROBLEM. PLEASE PROVIDE MORE INFORMATION. \*NM

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10060036  
**Date of Incident:** 20040227  
**Vehicle:** 2001 LEXUS IS300  
**Location of Incident:** DARIEN, IL

**NHTSA Summary:**  
ON THREE SEPARATE OCCASIONS WITHIN PRIOR THREE MONTHS OF INCIDENT DATE, WHEN TAPPING ACCELERATOR TO THE FLOOR BRIEFLY (FRACTION OF A SECOND) AND THEN RELEASING, CARS THROTTLE REMAINED COMPLETELY OPEN (MAXIMUM RPMs) EVEN WITH FOOT OFF OF THE ACCELERATOR PEDAL. CARS THROTTLE SYSTEM EQUIPPED WITH "DRIVE BY WIRE" OR A WIRELESS COMPUTER CONTROLLED THROTTLE. ON PRIOR TWO OCCASIONS, VEHICLE'S IGNITION HAD TO BE SHUT OFF BY REMOVING KEYS FROM IGNITION WHILE DRIVING IN THE MIDDLE OF THE STREET. ON THIRD OCCASION, DUE TO TRYING TO AVOID OBSTACLES DRIVER HAD NO TIME TO SHUT CAR OFF. CAR STRUCK ROCKS AND VEERED OFF INTO LAKE. CAR TOTALED. \*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10063111  
**Date of Incident:** 20040228  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** WESTERLY, RI

**NHTSA Summary:**  
WHEN APPROACHING A PARKING SPACE, THE DRIVER PRESSED THE BRAKE PEDAL AND THE VEHICLE ACCELERATED. THE VEHICLE CRASHED INTO A STORE WINDOW. VEHICLE WAS TAKEN TO THE DEALER. \*AK \*JB THE CONSUMER CONTACTED THE MANUFACTURER WHO REPLIED BY SAYING THAT THE INCIDENT WAS NOT THE RESULT OF ANY TYPE OF MANUFACTURER DESIGN OR DEFECT. THE MANUFACTURER WANTS TO CLOSE THE CASE. \*NM

**Additional Summary:**

**Toyota ID No:** 200403300629  
**NHTSA ODI No:** 20040300  
**Date of Incident:**

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**Vehicle:** 2002 TOYOTA, LEXUS CAMRY  
**Location of Incident:** LAKESVILLE, MA

**NHTSA Summary:**

\*\*\* PHONE LOG 03/30/2004 10:24:20 AM MGARCIA  
02 CAMRY . CUST STS SHE ON INTERNET REGARDING A SAFETY ISSUE THAT VEH ACCELERATES WHEN COMING TO A STOP (ENG SURGES). CUST STS SHE HAS HAD THIS CONCERN W/HER VEH AROUND A YR AGO. CUST STS DLR ADJUSTED HER BRAKES AT THAT TIME. CUST STS NOW VEH IS BACK AT DLR FOR SAME CONCERN. CUST SKS TO DOC

\*\*\* CASE CLOSE 03/31/04 10:03:39 AM DLR20125  
CUST CAME IN AND ASKED TO HAVE HER BRAKES CLEANED AND ADJUSTED-WE DID DO THIS -PROBLEM IS INTERMITTENT SO WE DONT KNOW IF THIS WILL HAPPED AGAIN

**Additional Summary:**

**Toyota ID No:** 200403110141  
**NHTSA ODI No:**  
**Date of Incident:** 20040300  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY  
**Location of Incident:** PLANTATION, FL

**NHTSA Summary:**

\*\*\* PHONE LOG 03/31/2004 07:30:03 AM ECAMPOS  
==PA== NO PREV CASE  
CUST STS OWNS 02 CAMRY W/19K MI. STS VEH HAVING SMELL ISSUE. STS DLR HAVE REPLACED FILTER BUT VEH STILL SMELLS. CUST STS SENSITIVE TO SMELL. STS VEH SMELLS LIKE DIRTY SOXS & CHEMICALS. STS SMELLS COMES FROM A.C. STS DLR ADV IS B/C IF WEATHER & WILL NOT BE ABLE TO FIX ISSUE. STS SPOKE TO CRM CAROL WHO ADV HAVE DONE ENOUGH. STS VEH ALSO SURGES WHEN APPLYING BRAKES.

**Additional Summary:**

**Toyota ID No:** 200403180979  
**NHTSA ODI No:**  
**Date of Incident:** 20040300  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY SOLARA  
**Location of Incident:** LOMBARD, IL

**NHTSA Summary:**

\*\*\* PHONE LOG 03/18/2004 02:02:52 PM PTIMBERLAKE  
==FCRP== CUST STS HE WAS PULLING INTO A PARKING SPOT WHEN VEH ACCELERATED BY ITSELF. STS FRONT END OF HIS SOLORA ENDED UP ON TOP OF ANOTHER VEH. STS BODYWORK HAS BEEN COMPLETE BUT ACCELERATION PROBLEM NOT FIXED. CUST WANTS TO KNOW WHY ACCELERATED BY ITSELF. LEGAL REQUESTS FCRP WITH MANY INTERIOR/EXTERIOR PHOTOS

\*\*\* CASE CLOSE 03/22/04 07:46:21 AM CH15  
CUSTOMER CONTACTED SPOKE TO WIFE AND HUSBAND. CUSTOMER HAVING PROBLEM WITH PHONE. CALLED THREE TIMES TO ADVISE WE ACKNOWLEDGE CASE AND WILL HAVE REP CONT. FOR INSPECTION.

**Additional Summary:**

**Toyota ID No:** 200403111319  
**NHTSA ODI No:**

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**Date of Incident:** 20040300  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** MUNISING, MI

**NHTSA Summary:**

\*\*\* PHONE LOG 03/11/2004 04:09:06 PM LESPINOZA  
==FCRP== CUST WIFE STS HUSBAND WAS DRIVING INTO THE CARWASH GOING LESS THAT 5 MPH. STS FOOT WAS OFF THE GAS PEDAL. STS VEH MADE A LOUD SOUND AND "ZOOMED" FORWARD ACROSS THE HIGHWAY INTO A SNOW BANK. CUST STS WORE SEAT BELT. CUST STS BODY SHOP IS RPRING BODY DAMAGE. STS NO MECHANICAL RPRS. CUST STS HEARD ABOUT SURGE INVESTIGATION AND SKS INSPECTION. LEGAL REQUEST FIELD CONTACT REPORT W/MANY INTERIOR PHOTOS.

\*\*\* RESEARCH LOG 03/12/04 11:33:08 AM CINI ACTION TYPE: ADMINISTRATIVE TASK SENT EMAIL TO LESPINOZA:  
THE REGION CONTACTED THE CUSTOMER WHO STATED HE DID NOT ASK TO HAVE THE AIRBAGS INSPECTED. HE WANTS TO KNOW WHY THE VEHICLE SUDDENLY SURGED FORWARD THAT CAUSED AN ACCIDENT. THE VEHICLE IS CURRENTLY AT A BODY SHOP BEING REPAIRED. PLEASE REVISE "CUSTOMER SEEKS" AND CLARIFY EXACTLY WHAT ACTION THE REGION SHOULD TAKE CONSIDERING THE RECENT ANNOUNCEMENT THAT THERE IS AN ONGOING INVESTIGATION CONCERNING SUDDEN ACCELERATION. WHAT IS TMS POSITION? THE CUSTOMER IS REQUESTING A CALL BACK FROM THE REGION.

\*\*\* NOTES 03/15/04 06:44:04 AM CINI  
REGION TRANSFERRING CASE TO CHICAGO REGION. CUSTOMER LIVES IN MUNISING, MI AND DEALER IS RIVERSIDE IN MARQUETTE, MI. LEFT MSG FOR NORENE VACURA IN CHICAGO TO CALL JOANN JOHNSON IN CINCINNATI REGION IF FURTHER INFORMATION IS NEEDED.

\*\*\* NOTES 03/15/04 09:03:54 AM CH15  
REGION GRABBED CASE FROM CINCINNATI REGION AND GAVE COPIES OF FILE TO FTS. REGION CALLED CUSTOMER AND SPOKE TO WIFE AND ADVISED THAT AS SOON AS REP. WILL BE AVAILABLE IN MUNISING, MICH. WE WILL CONTACT AND ADV. OF INSPECTION DATE.

\*\*\* CASE CLOSE 03/16/04 08:55:47 AM CH15  
FILE GIVEN TO FTS AND INFORMATION ALSO SENT TO FTS. FILE WILL BE UPDATED AFTER FTS INSPECTION RECEIVED. SEE FCRP PEND FILE FOR FURTHER INFORMATION.

**Additional Summary:**

**Toyota ID No:** 200403120639  
**NHTSA ODI No:**  
**Date of Incident:** 20040300  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** ROCKVILLE, MD

**NHTSA Summary:**

\*\*\* PHONE LOG 03/12/2004 11:09:37 AM ABAKER  
CUST STS VEH TO DLR FOR SURGE WHILE BRAKING. STS DLR ADV COULDN'T DO ANYTHING TO DIAG CONCERN. STS VEH WAS TRYING TO ACCELERATE WHILE SHE WAS BRAKING. CUST FLS VEH IS UNSAFE TO DRIVE. NCR SPOKE TO SVC DIRECTOR WHO ADV WILL WRITE UP RO & TRY TO VERIFY CONCERN. NCR ADV DLR CAN'T REPAIR UNLESS CONCERN CAN BE VERIFIED. CUST FLS TOYOTA SHOULD PROVIDE HER W/ ANOTHER VEH UNTIL CONCERN CAN BE VERIFIED. NCR ADV TOYOTA WILL NOT BE REPAIRING VEH OR PROVIDING LOANER UNTIL >>>

\*\*\* NOTES 03/12/2004 11:09:37 AM ABAKER  
<<< CONCERN CAN BE VERIFIED. CUST STS WILL REPORT CONCERN TO GOV, NCR PROVIDED CUST W/ NHTSA WEBSITE & PHONE #.

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\*\*\* CASE CLOSE 03/12/2004 11:12:43 AM ABAKER  
NCR APOL. ADV CONCERNS MUST BE VERIFIED BEFORE THEY CAN BE REPAIRED, ADV CUST OF NHTSA INFORMATION, GAVE REF #.

\*\*\* NOTES 03/12/04 12:25:08 PM CAT3  
DEALER SM CALLED AND ADVISED CUSTOMER BROUGHT VEH TO DEALER FOR INSPECTION. DEALER UNABLE TO DUPLICATE CONDITION.

**Additional Summary:**

**Toyota ID No:** 200403151204  
**NHTSA ODI No:**  
**Date of Incident:** 20040300  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** BATON ROUGE, LA

**NHTSA Summary:**

\*\*\* PHONE LOG 03/15/2004 02:05:05 PM LESPINOZA  
==FCRP== CUST STS WAS PULLING INTO A PART LOT GOING ABOUT 5-10 MPH. STS FOOT WAS OFF THE GAS PEDAL LETTING VEH COAST INTO THE PARKING SPACE. STS WAS ABOUT TO APPLY THE BRAKE WHEN THE VEHICLE SURGED FORWARD. STS HIT 2 VEHICLES PARKED IN THE PARKING LOT. CUST STS WORE SEAT BELT. CUST SKS VEH INSPECTED

\*\*\* NOTES 03/15/2004 02:36:31 PM LESPINOZA  
LEGAL REQUESTS FIELD CONTACT REPORT W/ MANY INTERIOR AND EXTERIOR PHOTOS.  
\*\*\* NOTES 03/18/04 01:24:59 PM GST2  
SPOKE TO CUST. ADVISED HER OUR REP WILL INSPECT VEH ON 3/22/04 FOR ACCIDENT CONCERN. VEH WILL BE REPAIRED ON 3/19/04 AND CUSTS RENTAL WILL EXPIRE. DSM HAS AGREED TO PAY FOR RENTAL UNTIL REP INSPECTS AND NOTIFIES CUST OF OUR FINDINGS.

\*\*\* CASE CLOSE 03/23/04 01:14:13 PM GST2  
GST/CR SPOKE TO CUST AND MADE ARRANGEMENTS TO HAVE FTS. BILL NEW INSPECTED VEH FOR SURGE FORWARD CONCERN ON 3/22/04. FTS FOUND VEH OPERATING AS DESIGNED AND INTENDED. BODY SHOP HAD FINISHED BODY REPAIRS AND DSM HAD AUTHORIZED RENTAL VEH FOR CUST TO STAY IN UNTIL FTS INSPECTION. FTS CONTACTED CUST AFTER HIS INSPECTION OF VEH AND ADVISED THAT VEH WAS FOUND TO BE OPERATING AS DESIGNED AND INTENDED. FTS ADVISED CUST SHE NEEDED TO TURN IN RENTAL VEHICLE. CUST NOT SATISFIED, FEELS THERE IS PROBLEM WITH VEH AND WILL PROBABLY PURSUE. GST WILL ALSO SEND LTR TO CUST STATING OUR FINDINGS IN LETTER.

**Additional Summary:**

**Toyota ID No:** 200403260418  
**NHTSA ODI No:**  
**Date of Incident:** 20040300  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** N. OLMSTED, OH

**NHTSA Summary:**

\*\*\* PHONE LOG 03/26/2004 09:26:57 AM PTIMBERLAKE  
==FCRP== CUST STS SHE WAS DRIVING AND APPLIED THE BRAKE AND VEH ACCELERATED BY ITSELF. STS HER VEH HIT THE VEHICLE IN FRONT OF HER BUT NO DAMAGE TO HER VEHICLE. CUST STS VEH HAS ACCELERATED 5 TIMES BY ITSELF. STS DLR - BRUNSWICK TOYOTA - 34090 INSPECTED AND ADV NOTHING WRONG WITH VEH. CUST WANTS VEH

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REPLACED AS SHE DOESN'T FEEL SAFE. LEGAL REQUESTS FCRP WITH MANY INTERIOR/EXTERIOR PHOTOS.

\*\*\* PHONE LOG 03/31/04 10:41:35 AM CINI ACTION TYPE: OUTGOING CALL  
CUSTOMER STATES THAT DUE TO SUDDEN ACCELERATION HAD AN ACCIDENT IN JANUARY 2004 BUT DID NOT CALL CAC. STATES CALLED BRUNSWICK TOYOTA WHO TOWED VEHICLE TO DEALERSHIP AND INSPECTED. NO PROBLEM FOUND. STATES THAT THERE WAS NO DAMAGE TO OTHER VEHICLE OR HER VEHICLE. STATES THAT HER KNEE IS INJURED AS A RESULT OF ACCIDENT. CUSTOMER STATES AFRAID TO DRIVE VEHICLE AND REQUESTING VEHICLE INSPECTION. REGION ADVISED THAT IT COULD TAKE UP TO 30 DAYS TO INSPECT VEHICLE AND THAT INSPECTION WILL HAVE TO BE DONE AT TOYOTA DEALERSHIP.

**Additional Summary:**

**Toyota ID No:** 200403190557  
**NHTSA ODI No:**  
**Date of Incident:** 20040300  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** BALTIMORE, MD

**NHTSA Summary:**

\*\*\* PHONE LOG 03/19/2004 10:31:21 AM MMCKNIGHT CUST STS SHE TOOK VEH IN TO DLR THIS WEEK. CUST STS THAT THE SM HAS DRIVEN VEH & ADV THAT HE UNDERSTANDS ISSUE, BUT THAT THERE IS NOTHING ELSE DLR CAN DO. CUST STS THAT VEH LUNGES FORWARD WHEN BRAKING. CUST STS HAS HAD COMPLAINT SINCE PURCH VEH. CUSTCUST FEELS THAT VEH HAS A SAFETY ISSUE & WOULD LIKE FOR LEXUS TO REPAIR VEH. CUST STS SM ADV SHE WOULD CONTACT NLS MGR & THAT THEY WILL CONTACT LEXUS. CUST STS SHE HAS ALSO CONTACT NHTSA & ADV OF CONCERN. \*\*\* NOTES 03/19/2004 10:32:41 AM MMCKNIGHT TO: RICHARD STRICKLAND, SM & DENNIS SZARKO, GSM FROM: MONIKA MCKNIGHT 310-468-4985 CUST STS THAT DLR ADV WOULD CONTACT LEXUS TO DISCUSS REPURCH CUST VEH. CUST WOULD LIKE TO KNOW STATUS ON REQ. PLS ADVISE. THANK YOU. \*\*\* SUBCASE 200403190557-1 CREATED 03/19/2004 10:32:59 AM MMCKNIGHT

**Additional Summary:**

**Toyota ID No:** 200403101195  
**NHTSA ODI No:**  
**Date of Incident:** 20040300  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** PLEASANT PRAIRIE, WI

**NHTSA Summary:**

\*\*\* PHONE LOG 03/10/2004 02:17:07 PM DHUFF  
CUST STS WAS IN A PARKING LOT. STS THE VEH SURGED FORWARD FOR NO APPARENT REASON. STS THIS HAPPENED APPROXIMATELY 2 WEEKS AGO. STS VEH WAS IN DRIVE AND CUST HAD THE BRAKE ON AND VEH SURGED FORWARD. STS NOT SURE HOW FAR VEH LURCHED FORWARD. STS WAS NOT HARMED AND NO ONE WAS IN FRONT OF CUST. STS THOUGHT IS WAS DUE TO CUST BUT THEN SHE SAW THE NEWS RELEASE ABOUT THE CURRENT CNCRN. STS IS CNCRND ABOUT HER SAFETY AND SAFETY OF OTHERS.

\*\*\* CASE CLOSE 03/10/2004 02:17:14 PM DHUFF  
NCR APOL. ADVS WILLLL DOC CUST CNCRN. GAVE CASE # ADVS TOY IS INVESTIGATING SITUATION FULLY. ADVS CONTACT TOY IF CNCRN OCCURS AGAIN.

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**Additional Summary:**

**Toyota ID No:** 200403101234  
**NHTSA ODI No:**  
**Date of Incident:** 20040300  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** TOLLESON, AZ

**NHTSA Summary:**  
\*\*\* PHONE LOG 03/10/2004 02:27:39 PM AHEYDON  
CUST STS SHE IS HAVING CONCERNS WITH VEH ENGINE SURGE. CUST STS VEH SURGES WHEN BRAKING. WHEN GETTING TOO CLOSE TO VEH, WHEN REMOVING FOOT FROM ACCELERATOR TO BRAKE, VEH SURGES FORWARD. CUST STS HAS NOTICED THIS WHEN DRIVING ON THE FREEWAY. CUST STS SHE HEARD ABOUT CONCERN ON THE NEWS.  
\*\*\* NOTES 03/10/2004 02:27:39 PM AHEYDON  
NCR ADV CUST THAT TOYO IS JUST STARTING INVESTIGATION ALONG WITH NHTSA. NCR ADV CUST OF DLR OPEN SO THAT DLR MAY DIAGNOSE VEH SINCE CUST IS HAVING CONCERNS WITH VEH, ADV THERE IS NO SSC AT THIS TIME, TOO EARLY TO COMMENT ON CONCERN AND WHAT IS GOING TO BE DONE.

\*\*\* CASE CLOSE 03/10/04 05:13:40 PM DLR02031  
MS. FRAZIER SAID SHE WOULD COME IN ON THE MORNING OF THE 16TH. BOTH THE CUSTOMER AND OUR SHOP FOREMAN WILL GO FOR A TEST DRIVE, SHARING THE DRIVING (WITH EMPHASIS ON REMOVING FOOT FROM THE ACCELERATOR AND MOVING IT TO THE BRAKE PEDAL.

**Additional Summary:**

**Toyota ID No:** 200403190425  
**NHTSA ODI No:**  
**Date of Incident:** 20040300  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** SACRAMENTO, CA

**NHTSA Summary:**  
\*\*\* PHONE LOG 03/19/2004 09:42:02 AM CSMITH  
CUST STS WHILE DRIVING WHEN HE APPROACHED & SLOWED DOWN VEH SURGE FORWARD. CUST STS ACCELERATION WAS NOT TOUCHED. CUST STS WAS SLOWING DOWN, VEH TOOK OFF & ALMOST HIT VEH IN FRONT. CUST STS CALLED DLR WHO ADV TO BRING VEH IN FOR INSPECTION.

\*\*\* CASE CLOSE 03/19/2004 09:42:10 AM CSMITH  
NCR APOL & ADV CUST VEH IN NOT INVOLVED IN ANY RECALL @ THIS TIME. NCR ADV TO TAKE TO DLR FOR INSPECTION. CUST AGREED. NCR OFFERED CASE#, CUST DISCONNECTED.

**Additional Summary:**

**Toyota ID No:** 200403250955  
**NHTSA ODI No:**  
**Date of Incident:** 20040300  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** PERRY HALL, MD

**NHTSA Summary:**  
\*\*\* PHONE LOG 03/25/2004 01:27:08 PM PTIMBERLAKE

==FCRP==CUST STS HIS WIFE (LAUREEN) WAS DRIVING VEH AND APPROACHING THE STOP LIGHT. STS SHE APPLIED BRAKES BUT VEH ACCELERATED AND REAR ENDED TWO VEHICLES. CUST STS BRAKES DIDN'T SLOW VEH DOWN. CUST WANTS TO KNOW WHY VEH ACCELERATED WHEN HIS WIFE APPLIED THE BRAKES. LEGAL REQUESTS FCRP WITH MANY INTERIOR/EXTERIOR PHOTOS  
\*\*\* NOTES 04/01/2004 02:31:06 PM PTIMBERLAKE  
++OUTGOING CUST CALL++ NCR RETURNING CUSTS V/M. CUST STS REGION HAS NEVER CONTACTED HIM. NCR SENT EMAIL TO DEBBIE SIMMONS - CAT. CUST UNHAPPY AND IS CONTACTING THE MEDIA.

\*\*\* NOTES 04/01/2004 02:34:27 PM PTIMBERLAKE  
NCR LEFT V/M FOR DEBBIE SIMONS (DIDN'T SEND EMAIL) TO CALL CUST  
\*\*\* NOTES 04/02/04 06:55:53 AM CAT6  
REGION CONTACTED CUSTOMER ON 3/30/04 AND LEFT DETAILED MSG ON ANS MACH FOR A RETURN CALL TO VERIFY VEHICLE LOCATION. CUST RETURNED CALL ON 3/31/04 AND LEFT MSG FOR A RETURN CALL. REGION RETURNED CUST CALL ON 4/1/04 AND LEFT ANOTHER MSG FOR VERIFICATION OF VEHICLE LOCATION. CUSTOMER THEN APPEARED ON CHANNEL 11 NEWS WITH VEHICLE AND MANY ACCUSATIONS. REGION NOW HAS LEFT YET ANOTHER MESSAGE ON CUST ANS MACHINE TO VERIFY VEHICLE LOCATION >>>

\*\*\* NOTES 04/02/04 06:57:53 AM CAT6  
>>>-DUE TO MEDIA INVOLVEMENT REGION IS ATTEMPTING TO CONSULT WITH LEGAL DEPARTMENT FOR FURTHER HANDLING OF CASE. FTS ARE ALSO BEING CONSULTED TO NOW PERFORM THE INSPECTION. IF CUST RETURNS CALL TO VERIFY LOCATION OF VEHICLE WILL PASS INFO ONTO FTS FOR INSPECTION.

\*\*\* NOTES 04/05/04 10:35:06 AM CAT6  
4/2/04 CUSTOMER RETURNED CALL TO ADVISE OF VEHICLE LOCATION. CUSTOMER ALSO WISHES TO BE PRESENT AT TIME OF INSPECTION. ADVISED CUSTOMER THAT DID NOT KNOW TIME OF INSPECTION, JUST THAT IT WOULD BE INSPECTED THAT DAY. FTS TO INSPECT.

\*\*\* NOTES 04/05/04 10:36:31 AM CAT6  
4/2/04 ADVISED FTS THAT CUSTOMER VERIFIED VEHICLE LOCATION IN FILE. FTS TO PERFORM FCR INSPECTION ON 4/5/04 IN AM.

\*\*\* NOTES 04/05/04 10:37:19 AM CAT6  
FTS WHEN TO VEHICLE LOCATION SPECIFIED IN FILE  
**Additional Summary:**

**Toyota ID No:** 10060901  
**NHTSA ODI No:** 20040301  
**Date of Incident:** 2002 TOYOTA CAMRY SOLARA  
**Vehicle:** DOERUN, GA  
**Location of Incident:**

**NHTSA Summary:**  
WHILE SITTING AT A RED LIGHT WITH THE AIR CONDITIONER ON THE CAR SURGED FORWARD. THIS HAS HAPPENED SEVERAL TIMES, ALTHOUGH NO INJURIES OR WRECKS HAVE STEMMED FROM ANY OF THIS INCIDENTS. ALSO WHEN I PUT THE CARE IN DRIVE FROM REVERSE SOMETIMES THE CAR SURGES FORWARD WITHOUT APPLYING PRESSURE TO THE ACCELERATOR \*AK  
**Additional Summary:**

**Toyota ID No:** 10061901  
**NHTSA ODI No:** 20040301  
**Date of Incident:** 2001 TOYOTA LAND CRUISER  
**Vehicle:**

**Location of Incident:** MORRISTOWN, NJ  
**NHTSA Summary:**  
MY CAR SUDDENLY ACCELERATED WHEN I PRESSED THE BRAKES GOING DOWN AN INCLINE \*AK  
**Additional Summary:**

**Toyota ID No:** 10063295  
**NHTSA ODI No:** 20040303  
**Date of Incident:** 2002 TOYOTA CAMRY SOLARA  
**Vehicle:** LOMBARD, IL  
**Location of Incident:**

**NHTSA Summary:**  
WHILE PULLING INTO A PARKING SPOT VEHICLE SUDDENLY ACCELERATED, AND IT LANDED ON THE HOOD OF ANOTHER VEHICLE. THERE WERE NO INJURIES. \*AK  
CONSUMER ALSO STATED THAT APPLYING THE BRAKES DIDN'T HELP STOP THE VEHICLE.  
\*LA  
**Additional Summary:**

**Toyota ID No:** 10062970  
**NHTSA ODI No:** 20040307  
**Date of Incident:** 2003 TOYOTA CAMRY  
**Vehicle:** CLINTON, IA  
**Location of Incident:**

**NHTSA Summary:**  
WHEN APPLYING THE BRAKE PEDAL IT WOULD PROCEED TO THE FLOOR AND CONTINUED TO ACCELERATE. \*AK THE VEHICLE SURGED FORWARD AND CRASHED INTO A BUILDING. \*SC THE CONSUMER STATED THE BRAKES WERE SOFT. \*JB  
**Additional Summary:**

**Toyota ID No:** 10062139  
**NHTSA ODI No:** 20040307  
**Date of Incident:** 2004 TOYOTA RAV4  
**Vehicle:** NEW MARKET, MD  
**Location of Incident:**

**NHTSA Summary:**  
SUDDEN AND RAPID ACCELERATION WHEN AUTO WAS PUT IN REVERSE. BRAKES DID NOT WORK. CAR FORCED INTO PARK AND CONTINUED TO ROLL BACKWARDS WHILE ENGAGED IN PARK. \*AK  
**Additional Summary:**

**Toyota ID No:** 10064359  
**NHTSA ODI No:** 20040308  
**Date of Incident:** 2002 LEXUS ES300  
**Vehicle:** SANTA BARBARA, CA  
**Location of Incident:**

**NHTSA Summary:**  
THE LEXUS ES300 WAS DRIVEN AT ALMOST 0 MPH SPEED TO GET READY TO PARK OUTSIDE THE GARAGE. THE CAR CONTINUES ACCELERATING EVEN AFTER THE DRIVER WAS HITTING THE BRAKE TO STOP THE CAR. THE CAR SMASHED THE CAR GARAGE DOOR, AND EVERYTHING ON THE WAY. THERE WAS MORE THAN \$5,000 DAMAGES TO THE

CAR AND \$1,250.00 ON REAL PROPERTY. THERE WAS NO MAJOR INJURIES TO THE DRIVER, BUT BODY PAIN ON SOFT TISSUES OCCURRED AFTER THE ACCIDENT. \*AK  
**Additional Summary:**

**Toyota ID No:** 10061716  
**NHTSA ODI No:** 20040309  
**Date of Incident:** 2002 TOYOTA CAMRY  
**Vehicle:** PHILADELPHIA, PA  
**Location of Incident:**

**NHTSA Summary:**  
WHILE DRIVING 5 MPH AND PULLING INSIDE OF A PARKING LOT VEHICLE SUDDENLY ACCELERATED. CONSUMER WAS ABLE TO MAINTAIN CONTROL OF THE VEHICLE BY APPLYING THE BRAKES. CONSUMER CONTACTED A DEALER BY PHONE, AND TECHNICIAN INFORMED THE DRIVER THAT NOTHING COULD BE DONE. \*AK \*LA  
**Additional Summary:**

**Toyota ID No:** 10063194  
**NHTSA ODI No:** 20040309  
**Date of Incident:** 2004 TOYOTA CAMRY  
**Vehicle:** MORRIS, AL  
**Location of Incident:**

**NHTSA Summary:**  
WHILE PARKING IN A PARKING SPACE, THE VEHICLE SUDDENLY ACCELERATED. AS A RESULT, THE CONSUMER LOST CONTROL OF THE VEHICLE AND HIT A CHAIN AND FENCE POST. DEALER NOTIFIED. \*AK \*SC \*JB  
**Additional Summary:**

**Toyota ID No:** 10061670  
**NHTSA ODI No:** 20040309  
**Date of Incident:** 2000 LEXUS GS300  
**Vehicle:** FRANKLIN, MA  
**Location of Incident:**

**NHTSA Summary:**  
WHILE DRIVING AT 35 MPH VEHICLE SUDDENLY ACCELERATED. DEALER NOTIFIED \*AK  
**Additional Summary:**

**Toyota ID No:** 10062892  
**NHTSA ODI No:** 20040310  
**Date of Incident:** 2002 TOYOTA CAMRY  
**Vehicle:** COLUMBUS, OH  
**Location of Incident:**

**NHTSA Summary:**  
WHILE DRIVING AT 5 MPH VEHICLE SUDDENLY ACCELERATED. \*AK  
**Additional Summary:**

**Toyota ID No:** 10062901  
**NHTSA ODI No:** 20040310  
**Date of Incident:** 2002 TOYOTA CAMRY  
**Vehicle:**

**Location of Incident:** TORONTO, 00

**NHTSA Summary:**  
WHILE WAITING AT AN INTERSECTION VEHICLE SUDDENLY ACCELERATED. DRIVER'S FOOT WAS PLACED ON THE BRAKE AT THIS TIME OF THE INCIDENT. DRIVER TURNED OFF THE VEHICLE, AND WAS ABLE TO RESTART, AND DRIVE IT TO THE DEALER FOR INSPECTION. MECHANIC WAS NOT ABLE TO DUPLICATE OR RESOLVE THE PROBLEM.  
\*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10062922  
**Date of Incident:** 20040310  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** WHITING, NJ

**NHTSA Summary:**  
WHILE APPLYING THE BRAKES AT A TOLL BOOTH BRAKE PEDAL WENT TO THE FLOOR AND VEHICLE SUDDENLY ACCELERATED. AS A RESULT, CONSUMER'S VEHICLE REAR END ANOTHER VEHICLE. UPON IMPACT, BOTH AIR BAGS DID NOT DEPLOY. DRIVER AND PASSENGER SUSTAINED HEAD AND BACK INJURIES, AND WERE TRANSPORTED BY AMBULANCE TO THE HOSPITAL. VEHICLE WAS TOTALED.\*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10061753  
**Date of Incident:** 20040310  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** COLUMBUS, GA

**NHTSA Summary:**  
WHILE ENTERING A PARKING LOT VEHICLE ACCELERATED ON ITS OWN. CONSUMER TAPPED THE BRAKES, AND SPEED INCREASED EVEN MORE. AS A RESULT, DRIVER LOSS CONTROL OF VEHICLE, AND HIT A WALL. \*AK SEE VOQ 1006270 \*DSY  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10061791  
**Date of Incident:** 20040310  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** ALBUQUERQUE, NM

**NHTSA Summary:**  
THE VEHICLE LUNGED UPON PARKING. AS A RESULT THE CONSUMER LOST CONTROL AND HIT A WALL. THE FRONT END REPAIRS COST \$2,275.00. \*AK (SUDDEN ACCELERATION) \*SC \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10062896  
**Date of Incident:** 20040310  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** NEW ROCHELLE, NY

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WHILE WAITING IN HEAVY TRAFFIC AT AN INTERSECTION AND WITHOUT WARNING VEHICLE SUDDENLY ACCELERATED. THIS CAUSED THE DRIVER TO REAR END THE VEHICLE IN FRONT. UPON IMPACT, BOTH AIR BAGS DID NOT DEPLOY. THE VEHICLE WAS TOWED TO THE DEALER. THE INSURANCE COMPANY TOTALED THE VEHICLE. \*AK THE DEALERSHIP INSISTED THAT THERE WAS NOTHING WRONG WITH THE VEHICLE. THE CONSUMER CONTACTED THE MANUFACTURER AND WAS TOLD THAT NOTHING COULD BE DONE. \*NM  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10062113  
**Date of Incident:** 20040311  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** HANOVER, NH

**NHTSA Summary:**  
ON SEVERAL OCCASIONS THE BRAKE PEDAL HAS GONE TO THE FLOOR WHEN I ATTEMPTED TO STOP OR SLOW THE CAR. BRAKING OR ACCELERATING THE CAR IS NOT SMOOTH AND THERE ARE SUDDEN ACCELERATIONS OR SURGES OF THE CAR. THE CAR WAS TESTED BY THE DEALER'S SERVICE MANAGER AND BY THE SALESMAN. BOTH AGREED THAT THE CAR HAD SPONGY BRAKING BUT STATED THAT ALL 2003 CAMRYS BEHAVED IN SIMILAR FASHION AND THAT THERE WAS NO "FIX" FOR THE PROBLEM. THE TOYOTA MANUFACTURER STATED THAT THEY HAD RECEIVED SIMILAR COMPLAINTS WHICH THEY WERE INVESTIGATING BUT THEY DID NOT KNOW WHAT CAUSED THE PROBLEM SO THEY COULD NOT PROVIDE ANY SUGGESTIONS FOR ITS REPAIR.\*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10062072  
**Date of Incident:** 20040312  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** ROCKVILLE, MD

**NHTSA Summary:**  
2002 TOYOTA CAMRY SURGES FORWARD UNEXPECTEDLY. BRAKES ARE BEING APPLIED, BUT THE VEHICLE ACCELERATES. ABS KICKS IN. HAPPENS INTERMITTENTLY. HAS HAPPENED TWICE NOW OVER LAST 3-5 WEEKS, LAST TIME JUST IN FRONT OF A SCHOOL CROSS WALK! TOOK THE CAR TO THE DEALER (12 MAR 04) AND WAS INFORMED NOTHING COULD BE DONE. SENT ME HOME WITH CAR DESPITE MORE THAN AN HOUR WITH DEALER AND VERY SERIOUS CONCERNS ABOUT CAR SAFETY.\*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10062212  
**Date of Incident:** 20040312  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** CLEVELAND, OH

**NHTSA Summary:**  
2002 TOYOTA CAMRY XLE - ENGINE SURGE UNEXPECTED ACCELERATION I HAVE BEEN OPERATING THIS VEHICLE FOR TWO YEARS WITHOUT INCIDENT. HOWEVER, IN THE LAST TWO MONTHS I HAVE EXPERIENCED THE ENGINE SURGE/RACING PROBLEM. THE FIRST EPISODE TOOK PLACE 2 MONTHS AGO AS I WAS IN REVERSE AND BACKING OUT OF A DRIVEWAY; I WAS ABLE TO STOP BY APPLYING THE BRAKES. THE SECOND INCIDENT TOOK PLACE AS I WAS BEGINNING TO ACCELERATE FROM A STOP LIGHT; THE VEHICLES

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AHEAD OF ME WERE SLOWING DOWN AS I APPLIED THE BRAKES TO SLOW DOWN THE ENGINE BEGAN TO RACE. I WAS ABLE TO STOP THE CAR WITH THE BRAKES BUT DID LIGHTLY HIT THE CAR IN FRONT OF ME. THERE WAS NO DAMAGE TO EITHER VEHICLE OR ANY INJURIES. I TOOK THE CAR TO MY DEALER THIS MORNING AND REPORTED THE INCIDENTS. THE DEALERSHIP TEST DROVE THE CAR AND COULD NOT DUPLICATE THE PROBLEM. I DID HAVE PASSENGER IN CAR DURING THE MOST RECENT EPISODE WHO CAN ATTEST TO THE PROBLEM. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10063107  
**Date of Incident:** 20040312  
**Vehicle:** 2004 TOYOTA COROLLA  
**Location of Incident:** NORTH EAST, MD

**NHTSA Summary:**  
INTERMITTENTLY WHILE DRIVING AT LOW SPEED VEHICLE SUDDENLY ACCELERATED.  
\*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10171110  
**Date of Incident:** 20040314  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** BANGOR, CA

**NHTSA Summary:**  
MY MOTHER AND FRIEND STARTED OUT FOR CHURCH, THE FRIEND HAD COME TO PICK HER UP WHEN THE 2004 TOYOTA CAMRY WITH LESS THAN 3000 MILES ON IT WAS HAVING DIFFICULTY SHIFTING INTO REVERSE, THEN WHEN SHE SHIFTED INTO DRIVE THE CAR ACCELERATED UNCONTROLLABLY EST SPEED ON 80 - 92 MILE A HOUR IN LESS THAN 250 FT WHEN THE CAR HIT A MOBILE HOME. THEY HIT SO HARD IT MOVED DOUBLE WIDE ALMOST A FOOT. KILLING MY MOTHER THE PASSENGER AND INJURY TO HER FRIEND THE DRIVER. NO AIR BAGS DEPLOYED AND WHEN TOYOTA WAS CONTACTED THEY REFUSED TO SPEAK TO US. ATTORNEYS HAVE SAID THAT TOYOTA IS SO BIG, NOT COST AFFECTIVE...SO I WATCH AND IN TWO YEARS THERE ARE MANY MANY MORE NOW...HOW MANY MORE HAVE TO DIE BEFORE SOMETHING IS DONE. SEE ALSO 10074472. \*DSY \*NM; DIFFICULTY SHIFTING FROM PARK TO REVERSE, THEN UPON SHIFTING INTO DRIVE THE CAR ACCELERATED UNCONTROLLABLY, WOULD NOT STOP, COLLIDED WITH A MOBILE HOME, AIR BAGS DID NOT DEPLOY, RESULTING IN THE DEATH OF ONE PASSENGER AND INJURY OF DRIVER \*LA  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10062320  
**Date of Incident:** 20040314  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** WHITTIER, CA

**NHTSA Summary:**  
THERE IS A DANGEROUS AND UNPREDICTABLE TENDENCY FOR THE VEHICLE ENGINE/TRANSMISSION COMBINATION TO ACCELERATE SUDDENLY AND UNEXPECTEDLY. THIS IS AN INTERMITTENT PROBLEM WHICH MAKES IT ESPECIALLY UNNERVING. IT IS MOST NOTICEABLE AT SPEEDS BELOW 40 MPH, WHEN FIRST SLOWING, FOLLOWED BY ACCELERATION. IT APPEARS TO BE EXACERBATE BY UNCERTAIN

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TRANSMISSION "HUNTING" FOR PROPER GEAR/ENGINE SPEED COMBINATIONS. THE SUDDEN ACCELERATION CAUSES A RAPID AND JERKY THROTTLE RESPONSE TO MILD ACCELERATOR PEDAL INPUT. I HAVE TAKEN THE CAR TO THE DEALER ON AT LEAST TWO OCCASIONS FOR THIS ISSUE. THE FIRST TIME, THE DEALER REPROGRAMMED THE TRANSMISSION. THE SECOND TIME, THE TECHNICIAN TESTED THE VEHICLE AND NOTE "NO PROBLEM FOUND". AT CURRENT MILEAGE OF 32,000, THE PROBLEM SEEMS TO BE WORSENING. THIS IS A DANGEROUS CONDITION THAT, IF LEFT UNDRRESSED, IS LIKELY TO BE THE CAUSE OF AN ACCIDENT, SERIOUS INJURY OR MUCH WORSE. \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10065362  
**Date of Incident:** 20040316  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** INDIANAPOLIS, IN

**NHTSA Summary:**  
WHEN COMING OUT OF A PARKING LOT ACCELERATOR STUCK, CAUSING THE VEHICLE TO ACCELERATE OUT OF CONTROL. VEHICLE GRAZED ANOTHER VEHICLE, WENT ACROSS A STREET, GRAZED A BUILDING, AND DROVE STRAIGHT INTO ANOTHER BUILDING. DRIVER WAS CONSCIOUS WHEN PARAMEDIC ARRIVED. THEY FOUND THE DRIVER WITH BOTH FEET STILL ON THE BRAKE PEDAL. DRIVER WAS TRANSPORTED TO THE HOSPITAL, AND LATER DIED DUE TO FATAL INJURIES FROM THE CRASH. THE INSURANCE COMPANY PRESERVED THE VEHICLE AS EVIDENCE. THE POLICE REPORT STATED THE CRASH WAS DUE TO A MECHANICAL DEFECT. \*AK \*NM  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10063297  
**Date of Incident:** 20040316  
**Vehicle:** 2000 LEXUS LS400  
**Location of Incident:** CAPE CORAL, FL

**NHTSA Summary:**  
WHILE CONSUMER WAS PARKING IN A PARKING SPACE VEHICLE SUDDENLY ACCELERATED. \*AK \*NM  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10064613  
**Date of Incident:** 20040317  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** SOMERSET, NJ

**NHTSA Summary:**  
WHILE MAKING A RIGHT TURN AT 5 MPH, THE VEHICLE HESITATED, THEN IT ACCELERATED ON ITS OWN. THIS CAUSED THE VEHICLE TO HIT THE CURB. \*AK THE PROBLEM WAS WITH THE ANTILOCK BRAKES. \*SC \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10063456  
**Date of Incident:** 20040318  
**Vehicle:** 2002 TOYOTA CAMRY

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**Location of Incident:** BRIDGTON, ME

**NHTSA Summary:**

WHILE DRIVING 55 MPH, THE VEHICLE SUDDENLY ACCELERATED. THE CONSUMER WAS ABLE TO MAINTAIN CONTROL OF THE VEHICLE BY APPLYING THE BRAKES TO SLOW THE VEHICLE DOWN. THIS HAPPENED MORE THAN ONCE. THE DRIVER WILL CONTACT THE DEALER IN THE NEAR FUTURE. \*AK THE VEHICLE WOULD CONTINUE IN MOTION WHEN THE CONSUMERS FOOT WAS NOT ON THE ACCELERATOR. WHEN SLOWING FROM SPEEDS ABOVE 30 MPH, THE VEHICLE WOULD NOT SLOW BELOW 20-22 MPH WITHOUT APPLYING THE BRAKES. AS THE TACHOMETER DROPPED DOWN TO 1000 RPM'S, IT WOULD AUTOMATICALLY MAKE A SLIGHT SURGE TO 1100-200 RPM'S THEN SETTLE TO 1000 RPM'S AND WOULD CONTINUE UNTIL THE BRAKES WERE APPLIED. \*SC \*JB

**Additional Summary:**

**Toyota ID No:**

**NHTSA ODI No:** 10064706

**Date of Incident:** 20040318

**Vehicle:** 2003 LEXUS ES300

**Location of Incident:** SHERMAN OAKS, CA

**NHTSA Summary:**

WHEN PULLING INTO A PARKING SPOT DRIVER DEPRESSED THE BRAKE PEDAL AND VEHICLE SUDDENLY ACCELERATED. VEHICLE WENT OVER THE CURB, AND HIT A LIGHT POLE. FRONT LEFT SIDE OF THE VEHICLE WAS DAMAGED. UPON IMPACT, FRONT AIR BAGS DID NOT DEPLOY. DRIVER SUSTAINED MINOR BRUISES. \*AK \*LA

**Additional Summary:**

**Toyota ID No:**

**NHTSA ODI No:** 10062625

**Date of Incident:** 20040319

**Vehicle:** 2003 TOYOTA 4RUNNER

**Location of Incident:** TALLAHASSEE, FL

**NHTSA Summary:**

REGARDING MY 2003 TOYOTA 4-RUNNER, LIMITED, 4-WHEEL DRIVE WITH A V-8 ENGINE AND 5 SPEED AUTOMATIC TRANSMISSION. SINCE I'VE OWNED THE VEHICLE (SEPTEMBER 28, 2003) THE ENGINE HAS PERIODICALLY ACCELERATED SUDDENLY BY ITSELF, WHILE AT A STOP, SUCH AS AT A STOP LIGHT, WITH THE AC ON AND THE TRANSMISSION IN DRIVE. SOMETIMES THIS RESULTS IN AN ABRUPT ACCELERATION SIMILAR TO BEING HIT BY ANOTHER CAR IN THE REAR. IF I DIDN'T HAVE MY FOOT FIRMLY ON THE BRAKE IN THESE INSTANCES, I WOULD HAVE SHOT INTO THE INTERSECTION. THIS PROBLEM IS NOT ONLY A SERIOUS SAFETY PROBLEM, BUT HAS TO BE DOING DAMAGE TO THE TRANSMISSION. I TOOK IT IN FOR REPAIR AND AS PREDICTABLE THE DEALER SAID THEY FOUND NO PROBLEM. ALL THEY DID WAS CONFIRM ITS IDLE, THEY DID NOT DRIVE IT IN TRAFFIC. THIS IS A SERIOUS PROBLEM AND COULD RESULT IN A SERIOUS INCIDENT. I'VE NOTED OTHER COMPLAINTS HAVE BEEN MADE TO NHTSA ON THE SAME PROBLEM. I BELIEVE THIS PROBLEM SHOULD BE INVESTIGATED BEFORE SERIOUS INJURIES ARE INCURRED BY SOMEONE.\*AK

**Additional Summary:**

**Toyota ID No:**

**NHTSA ODI No:** 10063541

**Date of Incident:** 20040319

**Vehicle:** 2002 TOYOTA CAMRY

**Location of Incident:** PARIS, KY

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**NHTSA Summary:**

WHILE DRIVING AT LOW SPEEDS OR PARKING IN A PARKING SPACE THE VEHICLE SUDDENLY ACCELERATED. THE DEALER INSPECTED THE VEHICLE SIX DIFFERENT TIMES BUT COULD NOT DUPLICATE OR CORRECT THE PROBLEM. \*AK SEE VOQ 10062883. \*DSY ON ONE OCCASION WHILE PARKING THE VEHICLE SURGED FORWARD AND HIT A POST (NO DAMAGE REPORTED). THE CONSUMER HAD TO REPLACE THE TIRES AT 21000 MILES BECAUSE THEY WOULD NOT MOVE WHILE ON ICE OR SNOW. \*NM

**Additional Summary:**

**Toyota ID No:** 200403190697

**NHTSA ODI No:**

**Date of Incident:** 20040319

**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300

**Location of Incident:** LAS VEGAS, NV

**NHTSA Summary:**

\*\*\* PHONE LOG 03/19/2004 11:37:45 AM CMC MORRIS

STS WAS MAKING A RIGHT HAND TURN & VEH SURGED. STS VEH TO DLR THIS MORNING & DLR ADV COULD NOT FIND ANYTHING WRONG. STS DLR COULD NOT DUPLICATE COND. STS SPOKE TO SERVICE ADVISOR, BOBBIE CLEVELAND. STS WIFE WILL NOT DRIVE VEH NOW. STS HEARD IN THE PAPER WAS COMMON COND.

\*\*\* CASE CLOSE 03/19/2004 11:39:02 AM CMC MORRIS

NCR APOL & ADV DLR WILL HAVE TO BE ABLE TO DUPLICATE COND TO MAKE A RPR ATTEMPT. STS WIFE WILL NOT DRIVE VEH. NCR ADV NHTSA LOOKING INTO SURGING CONCERN

**Additional Summary:**

**Toyota ID No:**

**NHTSA ODI No:** 10063734

**Date of Incident:** 20040319

**Vehicle:** 2000 LEXUS RX300

**Location of Incident:** ARLINGTON, VA

**NHTSA Summary:**

WHILE PULLING INTO A PARKING SLOT IN A PARKING GARAGE, MY CAR ACCELERATED SUDDENLY, CRASHING INTO THE CONCRETE WALL. BOTH AIR BAGS WERE DEPLOYED, FILLING CAR WITH SMOKE AND LEAVING DRIVER'S ARM WITH SOME KIND OF BURN AND SCABBING. DRIVER'S KNEES HIT DASHBOARD FORCEFULLY.\*AK

**Additional Summary:**

**Toyota ID No:**

**NHTSA ODI No:** 10079445

**Date of Incident:** 20040320

**Vehicle:** 2003 TOYOTA AVALON

**Location of Incident:** TEHACHAPI, CA

**NHTSA Summary:**

WHILE STEPPING ON THE BRAKE PEDAL VEHICLE SUDDENLY ACCELERATED. THIS CAUSED THE VEHICLE TO COLLIDE WITH A HOUSE. VEHICLE WAS TOWED TO THE DEALER FOR INSPECTION NUMEROUS TIMES, BUT MECHANIC WAS NOT ABLE TO DUPLICATE THE PROBLEM. \*AK

**Additional Summary:**

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**Toyota ID No:**

**NHTSA ODI No:** 10063866

**Date of Incident:** 20040322

**Vehicle:** 2004 TOYOTA CAMRY

**Location of Incident:** SYKESVILLE, MD

**NHTSA Summary:**

SUDDEN ACCELERATION WHEN PULLING INTO PARKING SPACE

**Additional Summary:**

**Toyota ID No:**

**NHTSA ODI No:** 10065470

**Date of Incident:** 20040324

**Vehicle:** 2003 TOYOTA CAMRY

**Location of Incident:** UNKNOWN, DC

**NHTSA Summary:**

WHILE PARALLEL PARKING ON A HILL, THE VEHICLE SUDDENLY ACCELERATED HITTING A PARKED CAR. \*PH \*MR

**Additional Summary:**

**Toyota ID No:**

**NHTSA ODI No:** 10067263

**Date of Incident:** 20040324

**Vehicle:** 2004 TOYOTA CAMRY

**Location of Incident:** GREENSBORO, NC

**NHTSA Summary:**

CONSUMER WAS PARKING THE VEHICLE WHEN IT SUDDENLY ACCELERATED. CONSUMER APPLIED THE BRAKES, BUT THE VEHICLE JUST KEPT GOING, CAUSING PROPERTY DAMAGE. VEHICLE WAS TOWED TO THE DEALERS. OWNER DROVE THE VEHICLE HOME AFTER THE REPAIRS WERE DONE. AGAIN, THE VEHICLE BEGAN TO ACCELERATE UNEXPECTEDLY. \*AK

**Additional Summary:**

**Toyota ID No:**

**NHTSA ODI No:** 10065407

**Date of Incident:** 20040326

**Vehicle:** 2000 TOYOTA CAMRY

**Location of Incident:** CATONSVILLE, MD

**NHTSA Summary:**

WHILE DRIVING 40 MPH VEHICLE ACCELERATED TO HIGHER SPEEDS. THIS CAUSED EXTENDED STOPPING DISTANCE. DEALERSHIP WAS NOTIFIED, BUT DID NOT RESOLVE THE PROBLEM. \*AK

**Additional Summary:**

**Toyota ID No:**

**NHTSA ODI No:** 10073604

**Date of Incident:** 20040327

**Vehicle:** 2002 TOYOTA CAMRY

**Location of Incident:** MASCOT, TN

**NHTSA Summary:**

VEHICLE ACCELERATED WHEN IN REVERSE. AS A RESULT, THE VEHICLE CRASHED INTO A TREE AND MAILBOX. \*AK SEE VOQ 10073601. \*DSY \*NM

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**Additional Summary:**

**Toyota ID No:**

**NHTSA ODI No:** 10066047

**Date of Incident:** 20040327

**Vehicle:** 2004 TOYOTA HIGHLANDER

**Location of Incident:** SAN DIEGO, CA

**NHTSA Summary:**

UNINTENDED ACCELERATION PROBLEM, IN A BRAND NEW TOYOTA HIGHLANDER CAUSING AN ACCIDENT. (IT HAD THE SAME PROBLEM TWICE BEFORE)

**Additional Summary:**

**Toyota ID No:**

**NHTSA ODI No:** 10065288

**Date of Incident:** 20040330

**Vehicle:** 2002 TOYOTA CAMRY

**Location of Incident:** MANCHESTER, NJ

**NHTSA Summary:**

WHILE APPLYING THE BRAKES PEDAL WENT TO THE FLOOR AND VEHICLE SUDDENLY ACCELERATED. THIS CAUSED THE DRIVER TO LOSE CONTROL OF THE VEHICLE AND HIT ANOTHER VEHICLE. UPON IMPACT, BOTH AIR BAGS DID NOT DEPLOY. CONSUMER WAS ABLE TO DRIVE THE VEHICLE TO THE DEALER FOR INSPECTION. HOWEVER, MECHANIC WAS UNABLE TO DUPLICATE THE PROBLEM. \*AK \*NM

**Additional Summary:**

**Toyota ID No:**

**NHTSA ODI No:** 10071826

**Date of Incident:** 20040400

**Vehicle:** 2004 TOYOTA CAMRY

**Location of Incident:** CHARLOTTE, NC

**NHTSA Summary:**

UPON APPLYING THE BRAKES CONSUMER SOMETIMES DEPRESSED THE ACCELERATOR AT THE SAME TIME. THIS CAUSED THE VEHICLE TO SURGE FORWARD. BOTH THE MANUFACTURER AND THE DEALER WERE NOTIFIED.\*AK

**Additional Summary:**

**Toyota ID No:** 200404121085

**NHTSA ODI No:**

**Date of Incident:** 20040400

**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300

**Location of Incident:** CHICAGO, IL

**NHTSA Summary:**

\*\*\* PHONE LOG 04/12/2004 12:57:44 PM PTIMBERLAKE

CUST STS HE WAS PULLING INTO PARKING SPACE AND WHEN HE PUT HIS FOOT ON THE BRAKE THE ENGINE SURGED BY ITSELF AND FRONT END OF VEH HIT A BRICK WALL. CUST WANTS TO KNOW WHY VEH ACCELERATED BY ITSELF.

\*\*\* CASE CLOSE 04/12/2004 12:58:59 PM PTIMBERLAKE

NCR OFFERED BUT CUST REFUSED AS HE REFUSES TO WAIT UP TO 30 DAYS FOR INSPECTION. CUST VERY UNHAPPY AND STS HE WILL CONTACT HIS LAWYER.

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**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10064261  
**Date of Incident:** 20040401  
**Vehicle:** 2001 LEXUS LS430  
**Location of Incident:** ROHNERT PARK, CA

**NHTSA Summary:**  
THIS CAR HAS A "DRIVE-BY-WIRE" THROTTLE CONTROL SYSTEM IN WHICH THE THROTTLE IS NOT DIRECTLY CONNECTED TO THE ENGINE BUT IS DIGITIZED AND SENT TO A COMPUTER FOR ANALYSIS PRIOR TO CONTROLLING THE ENGINE SPEED. THE SPEED CONTROL COMPUTER ANALYZES THE THROTTLE INPUT OVER TIME AND "LEARNS" THE DRIVERS THROTTLE CONTROL HABITS AND ADJUSTS THE ENGINE RESPONSE TO THROTTLE INPUT BASED ON THE LONG-TERM DRIVING HISTORY OF THE DRIVER. IF THE DRIVER DRIVES AGGRESSIVELY ALL OF THE TIME THEN THE THROTTLE RESPONSE IS GOOD. HOWEVER IF THE DRIVER DRIVES CONSERVATIVELY MOST OF THE TIME THEN THE THROTTLE RESPONSE IS POOR. I NORMALLY DRIVE CONSERVATIVELY AND I HAVE FOUND ON MANY OCCASIONS THAT THIS CAR DOES NOT RESPOND IN A TIMELY MANNER IN CASE OF EMERGENCY ACCELERATION. THAT IS, WHEN I DRIVE CONSERVATIVELY AND THEN NEED TO ACCELERATE QUICKLY TO AVOID ANOTHER VEHICLE, THIS CAR HESITATES FOR SEVERAL SECONDS BEFORE DECIDING TO SPEED UP, EVEN WHEN I STOMP ON THE ACCELERATOR. I DO NOT FEEL SAFE IN THIS CAR. I BELIEVE THAT THIS IS A SERIOUS SAFETY FLAW IN THE DESIGN OF THIS CAR. I HAVE REPORTED THIS PROBLEM TO MY LEXUS DEALER ON EVERY VISIT TO THE SERVICE DEPARTMENT SINCE I PURCHASED THE CAR NEW IN 2000, YET THEY HAVE FAILED TO ADDRESS THE PROBLEM. I WAS TOLD BY THE SERVICE DEPARTMENT THAT LEXUS WAS AWARE OF THE ISSUE AS SEVERAL CUSTOMERS HAVE COMPLAINED ABOUT THE PROBLEM. ON ONE OCCASION I WAS TOLD THAT THE ENGINEERS HAD AN EXPERIMENTAL FIRMWARE UPGRADE THAT THEY WERE TESTING WITH SOME CUSTOMERS. I HAVE CONTACTED LEXUS CUSTOMER SERVICE, BUT THEY JUST REFERRED ME BACK TO THE DEALERSHIP.\*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10079469  
**Date of Incident:** 20040402  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** KENNER, LA

**NHTSA Summary:**  
WHILE DRIVING AT 25 MPH VEHICLE SUDDENLY ACCELERATED. THE BRAKES WERE APPLIED, BUT FAILED TO STOP THE VEHICLE. CONSUMER TURNED THE STEERING WHEEL TO THE LEFT TO AVOID REAR ENDING ANOTHER VEHICLE. HOWEVER, CONSUMER'S VEHICLE JUMPED A CURB ONTO A GRASS SURFACE. VEHICLE RETAINED THE SAME SPEED, DIDN'T SLOW DOWN, AND DROVE 700 FEET BEFORE HITTING A SIGN AND TWO TREES. WHEN VEHICLE IMPACTED THE SECOND TREE, THE IMPACT CATAPULTED THE VEHICLE BACK ONTO THE STREET, AND THE VEHICLE FINALLY STOPPED. VEHICLE WAS TOTALED BY THE INSURANCE COMPANY. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10066794  
**Date of Incident:** 20040403  
**Vehicle:** 2003 TOYOTA COROLLA

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A DRIVEWAY. VEHICLE HIT A PARKED VEHICLE'S BUMPER, A POST, AND A FENCE BEFORE STOPPING. \*AK, INSURANCE CLAIMS DEPARTMENT SAID THAT A NUMBER OF COMPLAINTS REGARDING ON THE VEHICLE ON THE ELECTRONIC SYSTEM WHICH GIVES INFORMATION TO THE THROTTLE CONTROL SYSTEM. \*LA

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10067011  
**Date of Incident:** 20040409  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** CHICAGO, IL

**NHTSA Summary:**  
WHILE APPLYING THE BRAKES VEHICLE SUDDENLY ACCELERATED. DRIVER WAS NOT ABLE TO CONTROL THE VEHICLE, CAUSING THE VEHICLE TO COLLIDE WITH A WALL. DRIVER SUSTAINED MINOR INJURIES. VEHICLE WAS TOWED TO THE DEALER. \*AK

**Additional Summary:**

**Toyota ID No:** 200404120992  
**NHTSA ODI No:**  
**Date of Incident:** 20040409  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** COLUMBIA, IL

**NHTSA Summary:**  
\*\*\* PHONE LOG 04/12/2004 12:31:20 PM BBRIEDE  
==FCRP==

CUSTS HUSBAND GARY DOUCHANT CALLING ON BEHALF OF HIS WIFE: CUST STS HIS WIFE WAS INVOLVED IN A VEH ACCIDENT ON FRIDAY. STS WAS PULLING INTO PARKING LOT WHEN VEH SUDDENLY ACCELERATED. STS HIT CAR PARKED IN OPPOSITE PARKING SPACE. STS NO INJURIES AND MINIMAL DAMAGE TO BUMPER. CUST REQUESTED FCRP INSPECTION TO DETERMINE IF SOMETHING WRONG WITH VEH. NCR APOL & ADV CUST OF FCRP PARAMETERS. CUST UNDERSTANDS 60-DAY PROCESS.  
\*\*\* NOTES 04/12/2004 12:31:32 PM BBRIEDE

LEGAL REQUESTS FIELD REPORT WITH MANY INTERIOR AND EXTERIOR PHOTOS  
\*\*\* NOTES 04/12/04 12:55:10 PM KCI  
KD: NOTIFIED DSPM, MARK YANCEY, OF NEW OPEN FILE IN DISTRICT.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10065948  
**Date of Incident:** 20040410  
**Vehicle:** 2000 LEXUS GS400  
**Location of Incident:** LAS VEGAS, NV

**NHTSA Summary:**  
I WAS TRAVELING WITH MY FATHER, MING SUEN ON I-95 SOUTH BOUND NEAR I-15 INTERCHANGE IN MY 2000 LEXUS GS400(30900 MILES). THE ACCELERATOR GOT STUCKED(NOT BY CARPET OR FLOOR MAT) MECHANICALLY, AND MY CAR DOWNSHIFTED ITSELF AND WENT INTO FULL POWER ACCELERATION AT THE ENGINE SPEED OF OVER 5000 RPM. I TRIED TO BRAKE WITH FULL FORCE, BUT FAILED TO STOP THE VEHICLE, AND THE CAR WAS GOING AT 85MPH AND GAINING SPEED! THE WHOLE INCIDENT LAST FOR ABOUT 3-5 MINUTES, AND I DIALED \*911\* AND TRIED TO ASK FOR HELP. BEFORE THE CALL WAS CONNECTED, I MAGICALLY REGAIN CONTROL OF MY LEXUS. THE ACCELERATOR DIS-ENGAGED AND THE ENGINE SPEED RETURNED TO NORMAL. I FELT THE BRAKE WAS

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*Toyota Sudden Unintended Acceleration: Appendix A*

**Location of Incident:** WASHINGTON, DC

**NHTSA Summary:**  
WHILE IDLING AT A STOP LIGHT, THE VEHICLE SURGED FORWARD WITHOUT WARNING. \*AK THE CONSUMER'S FOOT WAS COMPLETELY ON THE BRAKE PEDAL. \*SC \*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10083475  
**Date of Incident:** 20040404  
**Vehicle:** 2003 TOYOTA AVALON  
**Location of Incident:** TEHACHAPI, CA

**NHTSA Summary:**  
WHILE DRIVING 5 MPH, THE DRIVER APPLIED THE BRAKE PEDAL AND WITHOUT WARNING THE VEHICLE ACCELERATED UNCONTROLLABLY. THE DRIVER WAS NOT ABLE TO MAINTAIN CONTROL OF THE VEHICLE AND COLLIDED INTO A FENCE. BOTH FRONTAL AIR BAGS FAILED TO DEPLOY. THE VEHICLE WAS TOWED TO THE DEALER FOR INSPECTION. THE MECHANIC WAS UNABLE TO DUPLICATE THE PROBLEM. \*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10118914  
**Date of Incident:** 20040405  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** VERO BEACH, FL

**NHTSA Summary:**  
VEHICLE EXPERIENCED SUDDEN ACCELERATION 11 TIMES. VEHICLE WAS TAKEN TO THE DEALER AFTER EACH INCIDENT, BUT THE CAUSE WAS STILL UNDETERMINED.\*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10066664  
**Date of Incident:** 20040406  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** RIO RANCHO, NM

**NHTSA Summary:**  
THE VEHICLE SUDDENLY ACCELERATES WHILE DRIVING. THE STEERING WHEEL ALSO FELT LOOSE WHILE DRIVING. THE DEALER INSPECTED THE VEHICLE SEVERAL TIMES BUT FOUND NO PROBLEMS. \*MR AT A STOP LIGHT, THE BRAKE PEDAL GOES DOWN TOWARDS THE FLOOR. THE VEHICLE REMAINS STATIONARY AND THE BRAKES ALWAYS STOP THE CAR. \*DSY THE CONSUMER'S VEHICLE IS STILL EXPERIENCING SUDDEN ACCELERATION. \*NM

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10067065  
**Date of Incident:** 20040406  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** LEESBURG, FL

**NHTSA Summary:**  
WHEN THE BRAKE PEDAL WAS DEPRESSED VEHICLE SUDDENLY ACCELERATED. CONSUMER HEARD THE ENGINE MOTOR RACING. THIS OCCURRED WHILE PULLING INTO

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LOSING POWER AND BECAME VERY WEAK. I GOT OUT AT THE NEAREST EXIT AND PULLED INTO A GAS STATION. AS I GOT OUT MY CAR, I COULD SMELL THE BRAKES WERE BURNING, AND THE FRONT RIGHT BRAKE WAS FRIED. MY FATHER AND I WAS VERY LUCKY, BECAUSE IT WAS LATE AT NIGHT AND TRAFFIC WAS LIGHT ON THE FREEWAY. OTHER WISE, TRAVELING AT 85 MPH WITH FULL BRAKE AND NO CONTROL OF MY VEHICLE, WOULD DEFINATELY CAUSE SOME SERIOUS INJURY OR EVEN DEATH! MY LEXUS IS CURRENTLY LOCATED AT THE LOCAL FLECHER JONES LEXUS, AND I AWAIT THE DEALERSHIP TO INPECT AND FOUND OUT THE PROBLEM. I WOULD HOPE THERE IS SOMETHING THIS ORGANIZATION COULD DO TO PREVENT SIMILAR INCIDENT TO HAPPEN IN THE FUTURE ON ANY OTHER LEXUS OWNERS. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10068210  
**Date of Incident:** 20040414  
**Vehicle:** 2002 TOYOTA AVALON  
**Location of Incident:** DANBURY, CT

**NHTSA Summary:**  
I PROCEEDED TO BACK OUT OF A PARKING SPACE AT COMCAST CABLE. AS I WAS BACKING UP I BUMPED INTO A UTILITY POLE IN THE MIDDLE OF THE LOT. I APPLIED THE BRAKES AND PUT TO CAR INTO DRIVE. WHEN I LIFTED MY FOOT OFF THE BRAKE THE CAR LUNGED FORWARD STRIKING A PARKED VEHICLE AND THE BUILDING. THE DISTANCE COULD NOT HAVE BEEN MORE THAN 10 TO 15 FEET. MY WIFE AND I HEARD A STRANGE SOUND COMING FRON UNDER THE BODY OF THE CAR. I ONFORMED MY INSURANCE COMPANY OF THE FACT THAT SOME TOYOTA MODELS WERE BEING INVESTIGATED FOR SUDDEN ACCELERATION PROBLEMS. HE SAID HE WOULD CHECK IT OUT. HE INFORMED ME THAT MY MODEL(2002 AVALON)WAS NOT AFFECTED. NOTHING FURTHER WAS DONE OTHER THAN TO FIX THE DAMAGE TO MY CAR.\*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10073724  
**Date of Incident:** 20040414  
**Vehicle:** 2003 TOYOTA SEQUOIA  
**Location of Incident:** CAPE CORAL, FL

**NHTSA Summary:**  
ON APRIL 14, 2004 CONSUMER WAS DRIVING. UPON TAPPING THE ACCELERATOR PEDAL VEHICLE SURGED FORWARD WITH GREAT FORCE. DRIVER LOST CONTROL, AND HIT A SCHOOL. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10072208, 10073396, 10067327, 10073435  
**Date of Incident:** 20040415  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** FREDERICK, MD

**NHTSA Summary:**  
LTR FWD FM EUGENE J. KAROL, JR. (MD) RE SUDDEN ACCELERATION DEFECT FOR HIS 2003 TOYOTA CAMRY. REQUESTS THE STATUS OF ANY NHTSA INVESTIGATION INTO SUDDEN ACCELERATION AND TOYOTA VEHICLES, REPLY IN DUPLICATE ATTN. DENISE NOOF @ANNAPOLIS, MD OFC. \*PH \*SC SEE VOQS 10067327, 10073396 AND 10073435. \*DSY; LTR FM EUGENE KAROL (MD) WRITER OWNER OF A 2003 TOYOTA CAMRY SEEKING

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INFORMATION ON PREVIOUS INVESTIGATION CONDUCTED BY NHTSA RE: SUDDEN ACCELERATION OF TOYOTA VEHICLES REPLY TO THE BALTIMORE DISTRICT OFC DOT #2004-4208 (REF ES04-03508 DUE 5/20/04). \*MR \*SC \*JB SEE VOQS 10067327, 10072208 AND 10073435. \*DSY \*JB, WHEN DRIVING AT LOW SPEEDS VEHICLE SURGED FORWARD. CONSUMER TOOK THE VEHICLE TO THE DEALER FOR INSPECTION, AND MECHANIC WAS UNABLE TO DUPLICATE THE PROBLEM. \*AK SEE VOQS 10072208, 10073396 AND 10073435. \*DSY \*LA WHEN THE GEAR SHIFTER WAS MOVED FROM DRIVE TO PARK THE ENGINE RACED AND REVVED. THE CONSUMER IMMEDIATELY TURNED OFF THE IGNITION. THE CONSUMER FEELS THAT IF THE SHIFTER WAS MOVED FROM PARK TO DRIVE THAT SUDDEN ACCELERATION WOULD HAVE OCCURRED. \*NM LTR FM EUGENE KAROL (MD) WRITER OWNER OF A 2003 TOYOTA CAMRY SEEKING INFORMATION ON PREVIOUS INVESTIGATION CONDUCTED BY NHTSA RE: SUDDEN ACCELERATION OF TOYOTA VEHICLES. \*MR \*LA SEE VOQ 10067327, 10072208 AND 10073396 ALSO. \*DSY THERE WERE AT LEAST 11 MORE TOYOTA'S THAT HAVE EXPERIENCED A SIMILAR PROBLEM. TOYOTA ADVISED THE CONSUMER THAT THEY WERE HOLDING OFF ON ACTIONS UNTIL DOT COMPLETES THE INVESTIGATION. \*SC \*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10067319  
**Date of Incident:** 20040416  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** HIGHLAND HEIGHTS, KY

**NHTSA Summary:**  
 WHILE APPLYING THE BRAKES VEHICLE SUDDENLY ACCELERATED. DRIVER WAS ABLE TO MAINTAIN CONTROL OF THE VEHICLE AND DROVE IT TO THE DEALER FOR INSPECTION, AND MECHANIC COULD NOT DUPLICATE THE PROBLEM. THE DRIVER INFORMED THE MECHANIC THAT THIS PROBLEM OCCURRED MORE THAN ONCE. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10106297  
**Date of Incident:** 20040418  
**Vehicle:** 2003 TOYOTA AVALON  
**Location of Incident:** TEHACHAPI, CA

**NHTSA Summary:**  
 STEPPED ON BRAKE AND CAR ACCELERATES INTO VERY HIGH SPEED. \*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10099310  
**Date of Incident:** 20040420  
**Vehicle:** 2004 TOYOTA AVALON  
**Location of Incident:** FOREST HILL, MD

**NHTSA Summary:**  
 WHILE DRIVING AT LOW SPEEDS VEHICLE ACCELERATED UNCONTROLLABLY. CONSUMER APPLIED THE BRAKE PEDAL AND THE VEHICLE CONTINUED TO ACCELERATE. CONSUMER WAS ABLE TO MAINTAIN CONTROL OF THE VEHICLE, AND DROVE IT TO THE DEALER FOR INSPECTION. HOWEVER, MECHANIC COULD NOT DUPLICATE THE PROBLEM. \*AK \*JT \*NM

**Additional Summary:**

**NHTSA ODI No:** 10071577  
**Date of Incident:** 20040426  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** REDDING, CA

**NHTSA Summary:**  
 WHEN THE CONSUMER TOOK HIS FOOT OFF THE BRAKE, WHILE SITTING AT AN INTERSECTION, THE VEHICLE ACCELERATED AND CRASHED INTO 3 VEHICLES AT A USED CAR DEALERSHIP. THE CONSUMER'S VEHICLE WAS TOTALED ALONG WITH ONE OF THE USED VEHICLES. NO INJURIES OR FATALITIES WERE REPORTED. \*AK \*NM

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10068089  
**Date of Incident:** 20040427  
**Vehicle:** 2002 LEXUS ES300  
**Location of Incident:** DALLAS, TX

**NHTSA Summary:**  
 SUDDEN ACCELERATION OF 2002 LEXUS ES300 WITH FOOT ON THE BRAKE. CAR WAS JUST AT A STOP WHEN IT ACCELERATED WITH FOOT STILL ON THE BRAKE. CAR RAN INTO SIDE OF A BUILDING BEFORE STOPPING--FRONT END OF CAR WAS DEMOLISHED AND BUILDING BRICKS AND INSIDE WALL DEMOLISHED. CAR IS AT DEALERSHIP FOR REPAIRS NOW. ACCIDENT HAPPENED ONLY 2 DAYS AGO. \*LA

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10071690  
**Date of Incident:** 20040427  
**Vehicle:** 2001 TOYOTA SEQUOIA  
**Location of Incident:** BEND, OR

**NHTSA Summary:**  
 WHILE APPLYING THE ACCELERATOR PEDAL VEHICLE CUT THE THROTTLE BACK FROM DESIGN: THIS CAUSED THE WHEELS TO SPIN, THEN VEHICLE MOVED FORWARD ON ITS OWN, AND STALLED. CONSUMER RESTARTED VEHICLE, AND DROVE IT TO THE DEALER FOR INSPECTION. DEALER INFORMED THE DRIVER THAT VEHICLE WAS OPERATING AS DESIGNED, BUT IT WAS UNSAFE TO OPERATE IT. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10081606  
**Date of Incident:** 20040501  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** WOODCLIFF LAKE, NJ

**NHTSA Summary:**  
 WHEN ACCELERATING FROM AN IDLE POSITION VEHICLE HESITATES. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10080815  
**Date of Incident:** 20040501  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** BEAVERCREEK, OH

**Toyota ID No:**  
**NHTSA ODI No:** 10067780  
**Date of Incident:** 20040424  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** FALL RIVER, MA

**NHTSA Summary:**  
 I BEGAN TO BACK OUT OF MY PARKING SPOT WHEN THE CAR SUDDENLY ACCELERATED. I WAS UNABLE TO REGAIN CONTROL OF THE VEHICLE UNTIL IT HAD STRUCK ANOTHER CAR, CAUSING DAMAGE TO MY REAR FENDER. FORTUNATELY, THERE WAS NO DAMAGE TO THE OTHER CAR. THIS HAS HAPPENED ONE OTHER TIME ABOUT 6 MONTHS AGO WHEN I WAS BACKING OUT OF MY GARAGE. NO DAMAGE WAS SUSTAINED AT THAT TIME. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10072264  
**Date of Incident:** 20040425  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** BROOKLYN, NY

**NHTSA Summary:**  
 WHILE ACCELERATING FROM LOW SPEEDS, THE VEHICLE ACCELERATED AND CAUSED A COLLISION. \*AK \*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10181827  
**Date of Incident:** 20040425  
**Vehicle:** 2003 TOYOTA TACOMA  
**Location of Incident:** SAN JOSE, CA

**NHTSA Summary:**  
 FIRST INSTANCE 4/25/04 SLOWLY PULLING INTO A PARKING PLACE WITH A LIGHT TOUCH ON THE ACCELERATOR, THE ENGINE REVVED SO FAST THE TRUCK CLEARED THE PARKING STRIP AND CRASHED INTO A PILLAR ON THE SIDEWALK (PICTURE AVAILABLE) \$5000.00 DAMAGE TO TRUCK & \$6000.00 DAMAGE TO THE PILLAR. SECOND INSTANCE 10/09/06 STOPPED AT A RED LIGHT. ENGINE REVVED UP, PUT IT IN NEUTRAL & ENGINE REVVED FASTER. SHIFTED BACK INTO DRIVE AND ENGINE RETURNED TO NORMAL IN A COUPLE SECONDS. THIRD INSTANCE 02/05/07 JUST STOPPED AT A RED LIGHT. ENGINE REVVED UP AND WENT BACK TO NORMAL. BEFORE I COULD TURN OFF THE KEY. IF THERE HAD BEEN A CAR IN FRONT OF ME I WOULD HAVE CRASHED. FIRST TWO TIMES I TOOK THE TRUCK TO THE DEALER. EACH TIME THEY COULD NOT FIND ANYTHING AND GENTLY MENTIONED THAT MAYBE THE ACCELERATOR & BRAKE WERE BOTH ENGAGED AT THE SAME TIME. FIRST TIME MY FOOT WAS ON THE ACCELERATOR & THE OTHER TIMES IT WAS ONLY ON THE BRAKE. THAT WAS THE FIRST THING I CHECKED. THE SERVICE MGR. ADVISED ME NOT TO DRIVE IT SO I RENTED A CAR FOR A COUPLE DAYS. THEY HAD SOMEONE FROM TOYOTA COME TO CHECK IT OUT. COULD NOT FIND ANYTHING WRONG. LAST TIME WAS JUST THE OTHER DAY. HAVE NOT CALLED THEM YET. 2003 TOYOTA TACOMA FOUR DOOR DBL CAB. PURCHASED 07/29/03 CAPITOL TOYOTA. \*JB

**Additional Summary:**

**NHTSA Summary:**  
 MY 2004 LEXUS ES330HAS A PROBLEM WITH SHIFTING. WHEN ATTEMPTING TO ACCELERATE THE CAR HESITATES SIGNIFICANTLY BEFORE DECIDING TO DOWNSHIFT. THIS IS A NOTABLE PROBLEM WHEN TRYING TO AVOID TRAFFIC OR CHANGE LANES FLUIDLY UNDER CROWDED TRAFFIC CONDITIONS. LEXUS SAYS THIS IS NORMAL FOR THE CAR. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10082123  
**Date of Incident:** 20040504  
**Vehicle:** 2003 TOYOTA MATRIX  
**Location of Incident:** MECHANICSBURG, PA

**NHTSA Summary:**  
 CONSUMER WAS PULLING INTO A PARKING SPACE AND THE VEHICLE ACCELERATED WHILE CONSUMER'S FOOT WAS ON THE BRAKES, STRIKING A TREE. ON THE FRONT PASSENGER'S SIDE. UPON IMPACT, FRONTAL AIRBAGS DID NOT DEPLOY. CONSUMER CONTACTED TOYOTA, AND IT WAS INSPECTED BY A REPRESENTATIVE AND NO DEFECTS WERE FOUND. VEHICLE WAS SOLD FOR PARTS. \*AK \*TS

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10093211  
**Date of Incident:** 20040511  
**Vehicle:** 2002 LEXUS ES300  
**Location of Incident:** VALRICO, FL

**NHTSA Summary:**  
 2002 LEXUS ES300 WITH ABOUT 18,000 MILES HAS A PROBLEM WITH HESITATION WHEN ACCELERATING AFTER SLOWING DOWN, ESPECIALLY AFTER COMPLETING A TURN. IT IS LIKE THE TRANSMISSION DOESN'T ADJUST WITH THE PRESSING OF THE GAS PEDAL. ALMOST HAD AN ACCIDENT BECAUSE OF THE HESITATION. ALSO I HAVE HAD PROBLEMS WITH THE CAR DOWN SHIFTING AS I COME DOWN A HILL. ALSO A PROBLEM WITH THE CAR TRYING TO DECIDE WHAT GEAR TO BE IN WHEN GOING AROUND 20 TO 25 MILES PER HOUR. YOU CAN FEEL THE CAR CHANGE GEAR. PASSENGERS EVEN HAVE ASKED WHAT WAS THAT? COMPLAINED TO DEALERSHIP, AND WAS TOLD IT WAS THE WAY I DRIVE. I HAD THE SB-TC004-03 PERFORMED AFTER RECEIVING THE LETTER FROM LEXUS, BUT IT DIDN'T HELP. MAY HAVE MADE IT WORSE. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10074917  
**Date of Incident:** 20040512  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** EAST BRUNSWICK, NJ

**NHTSA Summary:**  
 ON MAY 12, 2004 AT TIME 15:33 MY WIFE WAS DRIVING OUR 2003 TOYOTA CAMRY. ND WAS TWO BLOCKS FROM OUR HOUSE, MAKING A RIGHT TURN FROM FARMS RD CIRCLE ONTO RANGER ROAD. AS SHE MADE THE RIGHT TURN, THE CAR SUDDENLY ACCELERATED, AUSING HER TO LOSE CONTROL OF THE CAR, CAUSING HER TO JUMP THE CURB ON THE LEFT IDE OF THE STREET, AND STRIKE A PORTABLE BASKETBALL NET/POLE ON THE CURB IN FRONT OF THE CORNER HOUSE. THE POLE SMASHED IN THE FRONT ROOF OF THE CAR AND SMASHED THE WINDSHIELD. THE CAR CONTINUED DOWN

THE GRASS CURB AND ITS UNDERCARRIAGE STRUCK THE CURB WHILE GOING BACK ONTO RANGER ROAD. THE AIRBAGS DID NOT DEPLOY. FORTUNATELY, NO ONE WAS INJURED. THE CAR WAS DAMAGED. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10083277  
**Date of Incident:** 20040514  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** TAMARAC, FL

**NHTSA Summary:**

THE CONSUMER HAD AN ACCIDENT, WHEN THE VEHICLE ACCELERATED ON ITS OWN, STRUCK 5 VEHICLES HEAD ON AND THE AIR BAGS DID NOT DEPLOY. THE VEHICLE WAS TOWED TO THE DEALER AND THEY TOLD HIM THAT THERE WERE NO DEFECTS WITH THE AIR BAGS OR VEHICLE ACCELERATOR. TOYOTA HAS ACCEPTED A CLAIM IN WILL REIMBURSE THE CONSUMER FOR ALL DAMAGES, HOWEVER, THE CONSUMER SHOWS CONCERN THAT THERE IS NO RECALL. \*LA SEE VOQ 10065132. \*DSY

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10088532  
**Date of Incident:** 20040515  
**Vehicle:** 2002 LEXUS ES300  
**Location of Incident:** SILVER SPRING, MD

**NHTSA Summary:**

WHEN DRIVING A SPEED AND THE ACCELERATOR IS PRESSED HARD TO PASS OR TO ENTER A HIGHWAY, THE ENGINE RAVS BUT THE CAR DOES NOT ACCELERATE. THE DEALER TELLS ME THAT IS HOW THE CAR IS DESIGNED. I HAVE A 2002 LEXUS ES300 BUT HAVE DRIVEN THE 2004'S AND THEY ACT THE SAME WAY. WHEN YOU STUMP ON THE GAS AND THE CAR DOES NOT GO, IT LEAVES YOU IN A VERY PROCARIES SITUATION.\*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10073842  
**Date of Incident:** 20040518  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** LAS VEGAS, NV

**NHTSA Summary:**

WHILE IDLING IN TRAFFIC, AND THE BRAKE PEDAL APPLIED, THE VEHICLE SUDDENLY ACCELERATED. THIS CAUSED THE DRIVER TO SLAM THE GEAR SHIFT IN PARK IN ORDER TO STOP THE VEHICLE. THE MECHANIC INFORMED THE DRIVER THAT THE PROBLEM COULD NOT BE DUPLICATED. PLEASE FILL IN ADDITIONAL INFORMATION. \*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10073900  
**Date of Incident:** 20040518  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** FREDERICK, MD

**NHTSA Summary:**

WHEN VEHICLE IS ENGAGED IN REVERSE IT ACCELERATES. \*AK

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**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10293482  
**Date of Incident:** 20040518  
**Vehicle:** 2001 TOYOTA CELICA  
**Location of Incident:** HOUSTON, TX

**NHTSA Summary:**

I WAS DRIVING WEST BOUND ON I-10 NEAR DOWNTOWN HOUSTON, TX WHEN I WENT TO PASS A TRUCK AND PRESSED THE GAS PEDAL, WHEN I RELEASED THE GAS PEDAL, THE CAR KEPT ACCELERATING AND THE ENGINE WENT TO THE REDLINE. I TRIED THE BRAKES WHICH WORKED A LITTLE BIT BUT THE ENGINE WAS STILL SCREAMING AT THE REDLINE. FORTUNATELY THE FREEWAY WAS QUITE CLEAR AS I JUST KEPT GOING FASTER AND FASTER. I'M A "CAR-GUY" AND I'M ALSO A MECHANIC AND SINCE THIS WAS MY FIRST NEW CAR I EVER BOUGHT, I WAS WORRIED ABOUT THE ENGINE BLOWING UP MORE THAN I WAS ABOUT HITTING SOMEONE SINCE THE FREEWAY WAS PRACTICALLY EMPTY. I DID GET UP PAST 110 MPH THOUGH BEFORE I DECIDED TO PUT THE AUTOMATIC TRANSMISSION INTO NEUTRAL AND TURN THE KEY TO SHUT THE ENGINE OFF. I COASTED FOR A LITTLE WHILE TO REDUCE SPEED AND THEN STARTED THE ENGINE WHILE STILL COASTING. EVERYTHING WAS BACK TO NORMAL AND I PUT THE TRANSMISSION BACK INTO "DRIVE" AND WENT ABOUT MY WAY. I HAD JUST HAD MY FLOORMATS THOROUGHLY WASHED SO THEY WERE NOT IN THE VEHICLE AT THE TIME SINCE THEY WERE DRYING. THERE WERE NO FLOORMATS IN THE VEHICLE. I HAVE NEVER REPORTED THIS PROBLEM BECAUSE I JUST THOUGHT IT WAS A FREAK INCIDENT BUT NOW AS I'M HEARING MORE REPORTS ON SIMILAR ISSUES I THOUGHT IT WOULD BE HELPFUL FOR OTHER PEOPLE TO KNOW OF THIS INCIDENT AS WELL. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10101710  
**Date of Incident:** 20040520  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** PRAIRIEVILLE, LA

**NHTSA Summary:**

WHILE DRIVING 20 MPH VEHICLE ACCELERATED UNCONTROLLABLY. CONSUMER APPLIED THE BRAKE PEDAL AND VEHICLE CONTINUED TO ACCELERATE. CONSUMER WAS UNABLE TO MAINTAIN CONTROL OF THE VEHICLE, AND IT HIT A LADY, WHO SUSTAINED MAJOR INJURIES, AND WAS TRANSPORTED TO THE HOSPITAL BY AMBULANCE. VEHICLE WAS TOWED TO THE DEALER FOR INSPECTION, AND MECHANIC COULD NOT DUPLICATE THE PROBLEM. CONSUMER WAS INVOLVED IN FIVE DIFFERENT ACCIDENTS DUE TO SUDDEN ACCELERATION. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10074925  
**Date of Incident:** 20040522  
**Vehicle:** 2000 LEXUS LS400  
**Location of Incident:** MINNETONKA, MN

**NHTSA Summary:**

THREE EVENTS OCCURRED WHERE MY 2000 LEXUS 400 ACCELERATED ON ITS OWN IN BEGINNING TO START MOVING BY RELEASING MY FOOT FROM THE BRAKE. THE FIRST INCIDENT OCCURED IN CANNON FALLS MN. WE HAD COME TO A STOP AT A STOP LIGHT

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AND WHEN THE TRAFFIC STARTED MOVING I LIFTED MY TOE FROM THE BRAKE AND THE CAR LEAPED FORWARD - I IMMEDIATELY SLAMMED ON THE BRAKE AGAIN SINCE MY TOE WAS STILL ON THE BRAKE. IT LURCHED SEVERAL TIMES AND THEN QUITE. I BARELY STOPPED IT BEFORE HITTING THE CAR IN FRONT OF ME. IT HAPPENED AGAIN THE SAME WAY SEVERAL WEEKS LATER BUT NOT AS VIOLENT. THE THIRD TIME HAPPENED AS I WAS BRINGING MY CAR INTO LEXUS TO DIAGNOSIS THE PROBLEM. THIS TIME IT VIOLENTLY LEAPT FORWARD CAUSING ME TO BRACE MYSELF ON THE STEERING WHEEL TO GET MORE LEVERAGE ON THE BRAKE. IT LURCHED FORWARD WHAT SEEMED TO BE IN JUMPS OF SIX INCHES TO A FOOT WITH ME PUSHING AS HARD AS I COULD ON THE BRAKE. FINALLY I HAD THE PRESENCE OF MIND TO SHIFT INTO NEUTRAL. AGAIN I BARELY WAS ABLE TO STOP IT BEFORE HITTING THE CAR IN FRONT OF ME. THIS IS A HIGHLY DANGEROUS CONDITION AND I HAVE TOLD LEXUS I WILL NOT DRIVE THE CAR AGAIN UNTIL IT IS FIXED. LEXUS IS LOOKING AT IT AND SO FAR CLAIMS THAT NOTHING IS WRONG. IE NOTHING CAN BE FOUND WITH THE DIAGNOSTICS. I AM WILLING TO LET NHTSA HAVE THE CAR FOR TESTING IF I CAN GET REPLACEMENT TRANSPORTATION DURING THE TESTING. \*NORM TALSOE. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10073066  
**Date of Incident:** 20040523  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** NORWOOD, MA

**NHTSA Summary:**

VEHICLE IS A NEW 2004 TOYOTA CAMRY LE WITH 190 MILES ON IT WHEN THE INCIDENT OCCURRED. I STARTED THE VEHICLE AND SHIFTED FROM PARK TO REVERSE WITHOUT TAKING MY FOOT OFF THE BRAKE. THE VEHICLE RAPIDLY ACCELERATED AND TRAVELLED ABOUT TWO CAR LENGTHS BEFORE I WAS ABLE TO STOP IT.\*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10074152  
**Date of Incident:** 20040524  
**Vehicle:** 2003 TOYOTA TUNDRA  
**Location of Incident:** SARASOTA, FL

**NHTSA Summary:**

CONSUMER APPLIED THE BRAKES AND VEHICLE WOULD SUDDENLY ACCELERATED ON ITS ON. CONSUMER PLACED BOTH FEET ON THE BRAKE PEDAL AND VEHICLE WOULD NOT STOP. CONSUMER WAS ABLE TO MAINTAIN CONTROL OF THE VEHICLE, AND DROVE IT TO THE DEALER FOR INSPECTION. HOWEVER, MECHANIC COULD NOT DUPLICATE THE PROBLEM. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10075911  
**Date of Incident:** 20040528  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** DURHAM, NC

**NHTSA Summary:**

WHILE DRIVING VEHICLE EXPERIENCED SUDDEN ACCELERATION. CONSUMER WAS APPROACHING A STOP SIGN WHEN THE VEHICLE SUDDENLY LUNGED FORWARD INTO AN

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INTERSECTION. HOWEVER, CONSUMER APPLIED THE BRAKES AND VEHICLE CAME TO A STOP. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10074511  
**Date of Incident:** 20040529  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** ATLANTIC BEACH, FL

**NHTSA Summary:**

AS WE WERE PULLING OUT OF OUR PARKING SPACE ON THIS DAY, OUR 2003 TOYOTA CAMRY SEEMED TO ACCELERATE WHILE THE BRAKE WAS PRESSED. IN TURN WE SLAMMED INTO A PARKED CAR WHICH THEN HIT ANOTHER CAR, THAT HIT ANOTHER CAR. LUCKILY NONE WAS CRITICALLY INJURED THOUGH SOME MINOR INJURIES OCCURRED TO MY WIFE UPON IMPACT. ALSO, EVER SINCE WE HAVE BOUGHT THE CAR IT HAS DONE THIS FROM TIME TO TIME OR WE HAVE HAD TROUBLE WITH THE BRAKES. UPON TAKING TO THE DEALERSHIP NUMEROUS TIMES, THEY ASSURED ME THAT NOTHING WAS WRONG WITH THE BRAKES OR ANYTHING ELSE. I FEEL THAT THIS NEEDS TO BE THOROUGHLY INVESTIGATED BEFORE SOMEONE IS KILLED OR CRITICALLY INJURED. IN MY EYES THIS IS A MAJOR SAFETY CONCERN. NOT TO MENTION THE DAMAGE THAT WAS DONE TO OUR CAR AND THE OTHER INNOCENT VICTIM'S VEHICLES. \*LA

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10075107  
**Date of Incident:** 20040601  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** COLUMBUS, OH

**NHTSA Summary:**

1). SOON AFTER PURCHASE OF CAR, PROBABLY IN MAY OR JUNE OF 2002, I BEGAN TO PARK IN SPACE AT TARGET ON SAWMILL ROAD IN COLUMBUS, OHIO, WITH FOOT ON BRAKE PEDAL. CAR SUDDENLY SURGED FOWARD AND STRUCK THE REAR BUMPER OF PICKUP TRUCK. NO PERSONAL INJURIES OR DAMAGE TO CAR OR TRUCK. 2) ON 5-9-04 SURGE OCCURRED WHILE DRIVING SLOWLY, LOOKING AT CONDOMINIUMS, WITH FOOT ON BRAKE PEDAL. NO CRASH, NO INJURIES, NO DAMAGES TO CAR. 3) ON 6-1-04, I ENTERED PARKING SPACE ON SIDE OF CVS PHARMACY, 1885 W HENDERSON RD., UPPER ARLINGTON, OH 43220, WITH FOOT ON BRAKE PEDAL. CAR SUDDENLY SURGED FORWARD EVEN WITH BRAKE APPLIED AND STRUCK CONCRETE COLUMN. NO INJURIES OR MECHANICAL DAMAGE, BUT FRONT BUMPER WAS DENTED AND SCRATCHED. TOOK CAR TO TANSKY SAWMILL TOYOTA, BUT THEY COULD NOT FIND OR DUPLICATE THE SURGE. THEY CHECKED THE BRAKES, AND THERE WERE NO PROBLEMS. SEE VOQ 10074942 (DUPLICATE) \*DSY. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10097391  
**Date of Incident:** 20040601  
**Vehicle:** 2004 LEXUS RX330  
**Location of Incident:** TUCSON, AZ

**NHTSA Summary:**

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RE: SUPPLEMENT TO CONSUMER COMPLAINT #10091268 LEXUS RX 330  
TRANSMISSION/THROTTLE PROBLEMS. \*BF AUTOMATIC TRANSMISSION HESITATES,  
HUNTS, SHIFTS INCONSISTENTLY, HANGS IN BETWEEN GEARS, DELAYES, ETC. THE  
THROTTLE DELAYS AT THE FIRST APPLICATION OF GAS AND THE RATE OF  
ACCELERATION SURGES UP AND DOWN UNEVENLY. DEALER COULD NOT FIND A  
PROBLEM. \*TT  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10075632  
**Date of Incident:** 20040603  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** COLUMBIA, IL  
**NHTSA Summary:**  
VEHICLE ACCELERATED UPON PARKING NEAR A STOP WITH FOOT OFF ACCELERATOR  
AND ON BRAKE PEDAL. PLEASE PROVIDE ANY ADDITIONAL INFORMATION. \*NM  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10105241  
**Date of Incident:** 20040608  
**Vehicle:** 2003 TOYOTA 4RUNNER  
**Location of Incident:** BURLINGAME, CA  
**NHTSA Summary:**  
THE CONSUMER EXPERIENCED SUDDEN ACCELERATION ON 3 SEPARATE OCCASIONS.  
\*JB... \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10080317  
**Date of Incident:** 20040608  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** WEST MIFFLIN, PA  
**NHTSA Summary:**  
WHILE BRAKING UPHILL. RPMs ACCELERATED AT A HIGH RATE. DEALERSHIP WAS  
NOTIFIED, BUT DID NOT RESOLVE THE PROBLEM. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10076212  
**Date of Incident:** 20040614  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** HOLLYWOOD, FL  
**NHTSA Summary:**  
WHILE PULLING INSIDE OF A PARKING SPACE VEHICLE SUDDENLY ACCELERATED.  
CONSUMER WAS UNABLE TO MAINTAIN CONTROL OF THE VEHICLE. CONSUMER PLACED  
BOTH FEET ON THE BRAKES, BUT VEHICLE CONTINUED TO ACCELERATE. IT JUMPED A  
CURB, AND COLLIDED WITH A GLASS WINDOW INSIDE A STORE. UPON IMPACT, BOTH  
FRONTAL AIR BAGS DID NOT DEPLOY. HOWEVER, THERE WERE NO INJURIES. \*AK  
**Additional Summary:**

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OF THE VEHICLE AND DROVE IT TO THE DEALER FOR INSPECTION. THE MECHANIC WAS  
NOT ABLE TO DUPLICATE THE PROBLEM. \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10063502  
**Date of Incident:** 20040623  
**Vehicle:** 2001 TOYOTA AVALON  
**Location of Incident:** VAN NUYS, CA  
**NHTSA Summary:**  
INTERMITTENTLY AT A STOP VEHICLE SURGED. CONSUMER HAD TO PRESS HARD ON THE  
BRAKE PEDAL AND PUT VEHICLE INTO PARK TO STOP. \*AK THE COSUMER STATED THE  
DEALER WAS UNABLE TO DUPLICATE THE PROBLEM. \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10082295  
**Date of Incident:** 20040625  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** GREELEY, CO  
**NHTSA Summary:**  
THIS OCCURS ON A 2004 TOYOTA CAMRY WITH A 3.0L V6 AND A 5 SPEED AUTOMATIC  
TRANSMISSION. ON OCCASION WHEN SLOWING FROM A SPEED OF 20 MPH OR MORE, THE  
DRIVER PRESSES THE ACCELERATOR AND CAR HESITATES AND STUMBLES. BECAUSE OF  
NO RESPONSE, THE DRIVER WILL FLOOR THE ACCELERATOR, THERE WILL BE A 1-2  
SECOND DELAY AND THEN THE ENGINE WILL RACE TO 5000 RPM AND THE CAR WILL  
TAKE OFF. DEALER HAS LOOKED AT THE CAR TWICE AND SAYS THERE IS NOTHING  
WRONG. TOYOTA AND THE DEALER STATE THAT THE CAR IS OPERATING AS DESIGNED  
AND THIS DELAY IS NORMAL FOR THIS CAR. IF IT IS NORMAL, WHY DOESN'T IT DO IT ALL  
THE TIME? \*LA  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10080299  
**Date of Incident:** 20040628  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** LANHAM, MD  
**NHTSA Summary:**  
THE CONSUMER STATED THE VEHICLE SURGED FORWARD EVEN WHEN THE HER FOOT  
WAS ON THE BREAK. THE BREAK PEDAL WENT ALL THE WAY TO THE FLOOR, WHEN  
APPLIED. PROVIDE FURTHER DETAILS. \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10080267  
**Date of Incident:** 20040629  
**Vehicle:** 2003 TOYOTA MATRIX  
**Location of Incident:** CASTLETON, VT  
**NHTSA Summary:**

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**Toyota ID No:**  
**NHTSA ODI No:** 10079287  
**Date of Incident:** 20040615  
**Vehicle:** 2000 TOYOTA CAMRY SOLARA  
**Location of Incident:** SPRINGFIELD, VA  
**NHTSA Summary:**

WHILE PULLING INSIDE OF A PARKING LOT, THE VEHICLE SUDDENLY ACCELERATED  
UNCONTROLLABLY WITHOUT WARNING. THE DRIVER WAS NOT ABLE TO MAINTAIN  
CONTROL OF THE VEHICLE. THE DRIVER PLACED BOTH FEET ON THE BRAKE PEDAL, BUT  
THE VEHICLE CONTINUED TO ACCELERATED INTO ANOTHER VEHICLE. BOTH FRONTAL  
AIR BAGS FAILED TO DEPLOY. THE DRIVER SUSTAINED HEAD AND NECK INJURIES AND  
WAS TRANSPORTED BY AMBULANCE TO THE HOSPITAL. THE VEHICLE WAS TOWED TO  
THE DEALER. PLEASE FILL IN ADDITIONAL INFORMATION. \*LA  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10082261  
**Date of Incident:** 20040616  
**Vehicle:** 2002 LEXUS ES300  
**Location of Incident:** NORTON, MA  
**NHTSA Summary:**  
WHEN BACKING OUT OF A PARKING SPACE THE CAR WENT INTO A HIGH ACCELERATION.  
I REAR ENDED TWO CARS THAT WERE DIRECTLY BEHIND ME. IF THERE WAS ANYONE  
WALKING BEHIND I WOULD HAVE KILLED THEM. I BELIEVE THERE IS A THROTTLE  
CONTROL PROBLEM. \*LA  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10193437  
**Date of Incident:** 20040616  
**Vehicle:** 2004 TOYOTA HIGHLANDER  
**Location of Incident:** WILTON, CA  
**NHTSA Summary:**  
1 MONTH AFTER PURCHASING THE TOYOTA THE HESSITATION ON ACCELERATION  
BEGAN. I HAD THE COMPUTER PROGRAM FLASHED NUMEROUS TIMES. THE DEALERSHIP  
CLAIMED THEY HAVE DONE ALL THEY COULD. ENTERING HIGHWAYS OR TURNING  
CORNERS THE CAR STALLE D UNTILL THE THROTTLE GRABBED, AND THEN TOOK OFF. IT  
JOLTED THE BODY AND MADE DRIVING THE TOYOTA HIGHLANDER VERY DIFFICULT.  
\*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10101543  
**Date of Incident:** 20040620  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** ALVIN, TX  
**NHTSA Summary:**  
WHILE APPLYING THE ACCELERATOR PEDAL, THE VEHICLE HESITATED TO ACCELERATE.  
AFTER APPLYING THE ACCELERATOR PEDAL NUMEROUS TIMES THE VEHICLE  
ACCELERATED UNCONTROLLABLY. THE CONSUMER WAS ABLE TO MAINTAIN CONTROL  
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WHILE DRIVING THE VEHICLE ACCELERATED WITHOUT WARNING. AS A RESULT THE  
CONSUMER HAD TO DODGE A VEHICLE AND DROVE INTO A CORN FIELD. THE CAUSE HAS  
NOT BEEN DETERMINED. PLEASE PROVIDE ADDITIONAL INFORMATION. \*NM  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10083730  
**Date of Incident:** 20040701  
**Vehicle:** 2000 LEXUS RX300  
**Location of Incident:** PITTSBURGH, PA  
**NHTSA Summary:**  
PROBLEMS WITH UNINTENDED ACCELERATION IN 2000 LEXUS 300.\*MR WITHIN THREE  
MONTH OF THE CONSUMER TAKING DELIVERY OF THE VEHICLE THE CONSUMER  
EXPERIENCED THREE INCIDENTS OF SUDDEN ACCELERATION. THE VEHICLE WAS TAKEN  
TO THE DEALER BUT THEY WERE UNABLE TO DUPLICATE THE PROBLEM. THE  
CONSUMER TRADED THE VEHICLE IN FOR A 2002 RX 300 AND HASNT HAD ANY  
PROBLEMS. \*NM  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10094051  
**Date of Incident:** 20040702  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** MCMURRAY, PA  
**NHTSA Summary:**  
WHEN APPLYING THE ACCELERATOR PEDAL VEHICLE HESITATED THEN SURGED  
FORWARD. CONSUMER WAS CONCERNED THAT HE WILL BE REAR ENDED.\*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10082834  
**Date of Incident:** 20040702  
**Vehicle:** 2001 LEXUS RX300  
**Location of Incident:** THE WOODLANDS, TX  
**NHTSA Summary:**  
TWO (2) INCIDENTS OF SUDDEN ACCELERATION BY THE VEHICLE - THE DEALER WAS NOT  
AWARE OF ANY SIMILAR ISSUES. I WAS NOT AWARE THAT NHTSA WAS CONDUCTING AN  
INVESTIGATION INTO SIMILAR OCCURENCES WITH OTHER TOYOTA/LEXUS  
VEHICLES.\*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10296598  
**Date of Incident:** 20040707  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** ROSEVILLE, CA  
**NHTSA Summary:**  
UNINTENTIONAL ACCELERATION OF 2002 TOYOTA CAMRY LE MODEL WITH STABILITY  
CONTROL. (THIS CAR WAS MANUFACTURED IN THE US AND PURCHASED IN FOLSOM, CA  
IN MARCH 2002. WITHIN THE FIRST TWO YEARS THE CAR EXPERIENCED TWO CASES OF  
UNINTENTIONAL ACCELERATION. FORTUNATELY, SPEEDS WERE LOW AS THE CAR WAS  
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IN THE PROCESS OF STOPPING. BOTH TIMES THE ENGINE SUDDENLY RACED AND THE VEHICLE WOULD NOT STOP. THE DEALER SAID IT WAS NOT AWARE OF ANY PROBLEMS AND IT MUST BE THE WAY THE CAR WAS DRIVEN. THE SECOND TIME THE DEALER CHECKED THE SYSTEMS AND COULD FIND NOTHING. THE PROBLEMS HAS NOT RECURRENT. THERE IS THE POSSIBILITY OF A PROBLEM IN THE SOFTWARE THAT MAY HAVE BEEN CORRECTED WITHOUT OUR KNOWLEDGE. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10093071  
**Date of Incident:** 20040707  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** BOWIE, MD

**NHTSA Summary:**  
ON SATURDAY, JULY 7, 2004, I DROVE THE 2002 TOYOTA CAMRY IN BOWIE, MARYLAND HEADING SOUTH ON ROUTE 197, LAUREL-BOWIE ROAD. WHILE GOING UP A HILL, AT APPROXIMATELY 65 MPH, I PRESSED ON THE ACCELERATOR PEDAL. IMMEDIATELY, I LOST CONTROL OF THE CAR, AS IT SWERVED FIRST TO THE LEFT. HOWEVER, A CAR WAS TO MY LEFT, AND TO AVOID HITTING IT, I STEERED THE CAR RIGHT, TOWARDS THE CURB. FORTUNATELY I DID NOT HIT THE CAR. AS I STEERED TOWARDS THE RIGHT, THE CAR SPED AHEAD OF ME, AND I TRIED STEERING BACK TOWARDS THE LEFT TO AVOID THE CURB. TO CREATE FRICTION TO STOP THE CAR, I MADE A BIG ARC AND CROSSED FOUR LANES TO THE LEFT, WITH THE CAR FINALLY FACING NORTHBOUND. AFTER MAKING SURE NO CARS WERE COMING IN EITHER DIRECTION OF THE ROAD, I MADE A U-TURN AND HEADED STRAIGHT TO MY HOUSE (~2 MILES AWAY). \*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10081741  
**Date of Incident:** 20040710  
**Vehicle:** 2001 TOYOTA HIGHLANDER  
**Location of Incident:** DRUMRIGHT, OK

**NHTSA Summary:**  
WHILE DRIVING AT 10 MPH AND MOVING INTO A PARKING SPACE VEHICLE ACCELERATED AND SURGED AHEAD. THERE WERE NO INJURIES OR A COLLISION. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10081756  
**Date of Incident:** 20040712  
**Vehicle:** 2003 TOYOTA AVALON  
**Location of Incident:** TEHACHAPI, CA

**NHTSA Summary:**  
WHILE PULLING INSIDE OF A PARKING SPACE VEHICLE SUDDENLY ACCELERATED UNCONTROLLABLY. CONSUMER WAS ABLE TO MAINTAIN CONTROL OF THE VEHICLE BY PLACING BOTH FEET ON THE BRAKE PEDAL, BUT VEHICLE CONTINUED TO ACCELERATE. CONSUMER TURNED OFF THE VEHICLE IN ORDER TO STOP. CONSUMER HAD THE VEHICLE TOWED TO THE DEALER FOR INSPECTION, AND MECHANIC COULD NOT DUPLICATE THE PROBLEM. \*AK

**Additional Summary:**

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**NHTSA Summary:**  
ONGOING AND WORSENING LACK OF ACCELERATION PREDICTABILITY. CAR WILL HESITATE ESPECIALLY WHEN POWER IS REQUIRED (SUCH AS MERGING TRAFFIC, LEFT TURNS, ETC.) AUTOMATIC TRANSMISSION SOUNDS LIKE IT DELAYS ENGAGING WHEN NECESSARY. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10098451  
**Date of Incident:** 20040801  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** NASHVILLE, TN

**NHTSA Summary:**  
THIS COMPLAINT IS REGARDING A PROBLEM WITH ACCELERATION THAT I HAVE BEEN EXPERIENCING WITH MY 2004 TOYOTA CAMRY V6. AFTER APPLYING THE ACCELERATOR PEDAL, THE ENGINE HESITATES FOR A COUPLE OF SECONDS BEFORE RESPONDING ABRUPTLY. I PURCHASED THE CAR NEW ABOUT SIX MONTHS AGO, BUT THE ACCELERATION TROUBLE DID NOT BEGIN UNTIL AFTER I HAD BEEN DRIVING IT FOR ABOUT THREE MONTHS. WHEN I BROUGHT THE CAR IN FOR INSPECTION BY THE DEALERSHIP AFTER THE PROBLEM BEGAN, I WAS SIMPLY TOLD THAT THE COMPUTER HAD NOT FOUND ANYTHING. SINCE THEN, THE PROBLEM HAS GOTTEN WORSE AND I HAVE BECOME INCREASINGLY RELUCTANT TO DRIVE THE CAR. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10088407  
**Date of Incident:** 20040801  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** LONG VALLEY, NJ

**NHTSA Summary:**  
AT MOST SPEEDS, ESPECIALLY WHEN STOPPED OR AT SPEEDS BELOW 40 MPH, MY LEXUS ES330 HAS A SEVERE HESITATION/ACCELERATION DELAY THAT WHEN DEPRESSING THE ACCELERATOR PEDAL, ACCELERATION IS DELAYED AT LEAST 1.5 SECONDS, IS UNPREDICTABLE AND COMPROMISES SAFETY AND PLACES THE DRIVER AT RISK IN MOST DAY TO DAY DRIVING SCENARIOS. IT IS ALSO IMPOSSIBLE TO MATCH THE SPEED OF A VEHICLE IN FRONT WHEN IN BUMPER TO BUMPER TRAFFIC, WHEN THE ACCELERATOR PEDAL IS PRESSED, THE ES330 WILL CONTINUE TO ROLL FORWARD FOR A FEW SECONDS THEN ACCELERATE, IT WILL NOT "CREEP" AT THE SPEED OF TRAFFIC. I AM TOLD BY LEXUS THAT THIS IS NORMAL AND IS INHERENT IN THE VEHICLE DESIGN. IF THIS IS TRUE, ONE WOULD THINK THIS DESIGN FLAW WILL SOON ECLIPSE THE FIRESTONE/FORD EXPLORER INJURIES OF THE PAST. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10112463  
**Date of Incident:** 20040801  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** PALATINE, IL

**NHTSA Summary:**  
I OWN A LEXUS 2004 ES 330, PURCHASED NEW. FROM DAY ONE THERE HAS BEEN A HESITATION IN ACCELERATION. THIS HAS PUT ME IN POSSIBLE DANGER MANY MANY TIMES. IN TALKING WITH THE DEALER, THEY WERE/AWARE OF THIS PROBLEM AND

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**Toyota ID No:**  
**NHTSA ODI No:** 10128540  
**Date of Incident:** 20040722  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** SAN JUAN CAPISTRANO, CA

**NHTSA Summary:**  
OUR CAR IS A 2002 TOYOTA CAMRY LE WITH THE 4-CYLINDER ENGINE, AUTOMATIC TRANSMISSION, AND CRUISE CONTROL BUT IT DOES NOT HAVE ABS. I PURCHASED THE CAR FROM THE ORIGINAL OWNER IN OCTOBER 2003 AND, AT THE TIME OF THE ACCIDENT, HAD ABOUT 35,000 MILES ON IT. BASED ON THE ORIGINAL OWNER'S RECORDS AND MY OWN, NO ELECTRICAL WORK HAD EVER BEEN DONE ON THE CAR AND THE BATTERY WAS THE ORIGINAL. THE ACCIDENT OCCURRED ON JULY 22, 2004 IN MISSION VIEJO, CALIFORNIA IN BROAD DAYLIGHT AND IN CLEAR WEATHER. COLLEEN WAS ALONE IN THE CAR AND WAS NOT HURT. THE AIR BAG DID NOT DEPLOY. THERE WAS ABOUT \$3,500 IN DAMAGE. THE ACCIDENT OCCURRED AS MY WIFE WAS PARKING THE CAR WHEN SHE ARRIVED AT HER DOCTOR'S OFFICE FOR AN APPOINTMENT. AS SHE MADE A LEFT TURN INTO A PARKING STALL, SHE SLOWED TO ALMOST A STOP HALF WAY INTO THE PARKING SPACE. THE GEAR LEVER WAS IN THE NORMAL DRIVE POSITION AND HER FOOT WAS ON THE BRAKE. SUDDENLY, THE CAR LURCHED FORWARD JUMPING OVER THE CEMENT PARKING SPACE BUMPER, OVER THE CURB AT THE END OF THE PARKING SPACE, AND SQUARELY INTO A BLOCK WALL JUST A FOOT BEYOND THE CURB. THE SURGE IN ACCELERATION MUST HAVE LASTED LESS THAN A SECOND SINCE THE TOTAL DISTANCE TRAVELED WAS ONLY ABOUT 6 TO 8 FEET AND YET RESULTED IN \$3,500 DAMAGE. MY WIFE WAS REALLY SHAKEN BY THE INCIDENT AND HAS DRIVEN VERY LITTLE EVER SINCE. SHE SWORE HER FOOT WAS ON THE BRAKE ALL THE TIME. LATER, HOWEVER, SINCE THERE SEEMED TO BE NO OTHER POSSIBLE CAUSE, SHE CONVINCED HERSELF THAT HER FOOT MUST HAVE SLIPPED OFF THE BRAKE AND ONTO THE ACCELERATOR. EVENTUALLY, SHE ACCEPTED BLAME FOR THE ACCIDENT AND, AS A RESULT, OUR INSURANCE COMPANY RAISED OUR RATES CONSIDERABLY. AFTER THE CAR WAS REPAIRED, I TOOK IT TO A TOYOTA DEALER AND TOLD THEM ABOUT THE ACCIDENT. I ASKED THEM TO CHECK FOR ANY PROBLEMS WITH THE ACCELERATOR AND THEY FOUND EVERYTHING OPERATING NORMALLY. NO PROBLEMS WERE EVER IDENTIFIED WITH THE TRANSMISSION OR THE ACCELERATOR.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10089355  
**Date of Incident:** 20040722  
**Vehicle:** 2002 TOYOTA CAMRY SOLARA  
**Location of Incident:** HOUSTON, TX

**NHTSA Summary:**  
WHILE PULLING INTO A PARKING SPACE THE VEHICLE ACCELERATED SUDDENLY ALTHOUGH THE CONSUMER'S FOOT WAS STILL ON THE BRAKE PEDAL. THE VEHICLE JUMPED THE CURB AND CAME WITHIN 6 INCHES OF A STOREFRONT. THE VEHICLE WAS TOWED TO THE DEALER AND INSPECTED BY A REGIONAL REPRESENTATIVE. THE REPRESENTATIVE INDICATED THAT NOTHING WAS WRONG WITH THE VEHICLE. \*NM

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10082667  
**Date of Incident:** 20040725  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** BUFFALO GROVE, IL

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SAID IT IS A SOFTWARE PROBLEM THAT THEY HOPE WILL BE FIXED. NOTHING TO DATE. I HAVE COMPLAINED ABOUT THIS NUMEROUS TIMES AND THEY AGREE THAT THIS COULD BE A VERY DANGEROUS SITUATION, AND THAT ALL THE ES 330S HAVE THIS PROBLEM. UNFORTUNATELY, LEXUS HAS NOT TAKEN THE TIME OR WANTED TO SPEND THE MONEY TO FIX THIS. THE DANGER IS REAL. CAN YOU HELP? THANKS. JANE ROBINS. \*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10086830  
**Date of Incident:** 20040801  
**Vehicle:** 2001 LEXUS RX300  
**Location of Incident:** CHESTER, NJ

**NHTSA Summary:**  
THROTTLE STUCK WIDE OPEN FOLLOWING ROUTINE ACCELERATION GOING UP HILL. ENGINE CONTINUED AT HIGH REVS. CONTROL AND BRAKING WERE DIFFICULT AS ENGINE RACED UNCONTROLLABLY. VEHICLE STOPPED BY EXITING INTO PARKING LOT AND BEING PUT IN PARK. \*AK AFTER 1 HOUR WHEN VEHICLE RESTARTED ENGINE IMMEDIATELY RED LINED. IT DID THE SAME THE FOLLOWING DAY AND AT DEALER AFTER BEING TOWED IN. DIAGNOSIS FROM DEALER- THROTTLE CONTROL BODY STUCK. FORTUNATELY DRIVER DEALT WITH POTENTIALLY FATAL SITUATION WITHOUT INJURY OR DAMAGE. MANUFACTURER UNWILLING TO DISCLOSE SIMILAR EPISODES.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10086362  
**Date of Incident:** 20040805  
**Vehicle:** 2001 TOYOTA CELICA  
**Location of Incident:** WATERBURY, CT

**NHTSA Summary:**  
AFTER ONLY 32000 MILES, I HAD A SUDDEN AND SEVERE LOSS OF POWER IN ENGINE ALMOST LEADING TO STALLING. THE ENGINE WENT TO HIGH REVVING ABOUT 8K RPMS AND A BURNING OIL SMELL. WITH THIS, CLIMBING HILLS, EVASIVE MANUEVERS, AND OTHER ACCELERATION ISSUES ALMOST CAUSED CRASHES BECAUSE THEY WERE SO SUDDEN AND SEVERE. THE DEALER SAID THE CLUTCH WAS BURNED, BUT IT WAS SO SUDDEN AND WITHOUT ANY WARNING. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10091195  
**Date of Incident:** 20040808  
**Vehicle:** 2002 LEXUS ES300  
**Location of Incident:** WHITESTONE, NY

**NHTSA Summary:**  
IN AUGUST I WENT TO PARK MY CAR (2002 ES300) IN MY DRIVEWAY WHEN ALL OF A SUDDEN IT PICKED UP SPEED, CRASHING THROUGH MY BRAND NEW FENCE AND SIDE PORCH. IT MUST BE NOTED THAT I HAD MY FOOT ON THE BRAKE. THE CAR WAS STOPPED AND ALL OF A SUDDEN IT TOOK OFF ON ME. MY FOOT NEVER MOVED OFF THE BRAKE THE WHOLE TIME. THE CAR CAME TO A STOP WHEN IT HIT THE PORCH. THE DAY BEFORE I WAS DRIVING WITH MY MOM AND AS I STARTED TO SLOW THE CAR DOWN B/C I WAS COMING TO A STOP SIGN THE CAR ALL OF A SUDDEN PICKED UP SPEED, BUT THANKFULLY AT THAT TIME I HAD TIME TO PRESS THE BRAKES DOWN HARDER AND

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STOP THE CAR. WHEN I PARK MY CAR IN THE DRIVEWAY IT IS ONLY A COUPLE OF INCHES FROM THE GATE AND FROM THE GATE IT IS ABOUT 2-3 FEET TO THE PORCH SO THERE WAS NO WAY TO AVOID THIS ACCIDENT. WHEN LEXUS INSPECTED THE CAR THEY FOUND NOTHING WRONG WITH THE DBW (ELECTRONIC THROTTLE CONTROL). I FIND THIS TO BE A COVERUP OF SOME SORTS B/C I'VE BEEN DRIVING FOR YEARS AND NEVER HAD THIS HAPPEN TO ME BEFORE. I KNOW FIRST HAND THAT IS NOT A DRIVER ERROR IT IS A MANUFACTURER'S DEFECT. I KNOW IT WENT INTO INVESTIGATIONS AND THEY ARE NOT RECALLING THE CARS B/C THERE WAS NOT ENOUGH EVIDENCE THAT THIS REALLY HAPPENS. SINCE I'VE BEEN BRINGING THIS ISSUE TO LIGHT I RECENTLY FOUND OUT THAT THE SAME THING HAPPENED TO MY HUSBAND'S FRIEND'S WIFE LAST YEAR. HER CAR TOOK OFF ON HER AND WENT THROUGH HER GARAGE. THIS IS VERY DANGEROUS AND I DO NOT FEEL SAFE DRIVING MY CAR. I FEEL THAT LEXUS IS REALLY IN A POSITION WHERE THEY DON'T HAVE TO DO ANYTHING BECAUSE THE NHTSA DEEMED THERE WAS NOTHING WRONG WITH THE CAR CAUSING THE UNINTENDED ACCELERATION. BOTH THE DEALERSHIP AND MANUFACTURER DID NOT WANT TO TAKE ANY RESPONSIBILITY WHAT SO EVER FOR THIS INCIDENT. THEY WERE VERY HELPFUL WHEN I PURCHASED THE CAR BUT WIPED THEIR HANDS OF ANY PROBLEMS WITH THE VEHICLE. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10087404  
**Date of Incident:** 20040809  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** PARIS, KY

**NHTSA Summary:**  
 WHILE PARKING THE VEHICLE SUDDENLY ACCELERATED. WHEN THE VEHICLE WAS FINALLY PARKED AND THE CONSUMER'S FOOT WAS OFF THE ACCELERATOR AND ON THE BRAKE THE VEHICLE JUMPED OVER PARKING BUMP AND HIT A POST. THE DRIVER HAD NO CONTROL ON THE VEHICLE. DEALERSHIP WAS NOTIFIED. \*AK THE VEHICLE SUSTAINED FRONT END DAMAGE. \*NM

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10089673  
**Date of Incident:** 20040809  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** WHEATON, MD

**NHTSA Summary:**  
 WHILE APPLYING THE ACCELERATOR PEDAL VEHICLE ACCELERATED UNCONTROLLABLY. CONSUMER WAS NOT ABLE TO MAINTAIN CONTROL OF THE VEHICLE AND COLLIDED WITH THE VEHICLE IN FRONT. UPON IMPACT, BOTH FRONTAL AIR BAGS FAILED TO DEPLOY. DRIVER SUSTAINED MINOR INJURIES, AND WAS TRANSPORTED TO THE HOSPITAL BY AN AMBULANCE. THE VEHICLE WAS TOWED TO THE DEALER FOR INSPECTION. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10087644  
**Date of Incident:** 20040809  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** SAVAGE, MD

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**NHTSA Summary:**  
 DRIVER'S DOOR HANDLE STUCK WHILE DRIVER TRIED TO OPEN THE DOOR. VEHICLE WAS TAKEN TO THE DEALER FOR INSPECTION, AND MECHANIC COULD NOT DUPLICATE THE PROBLEM. ALSO, WHILE APPLYING THE ACCELERATOR PEDAL VEHICLE HESITATED AND STALLED. CONSUMER RESTARTED THE VEHICLE, AND DROVE IT TO THE DEALER FOR INSPECTION, BUT MECHANIC COULD NOT DUPLICATE THE PROBLEM. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10107209  
**Date of Incident:** 20040809  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** JACKSON, MI

**NHTSA Summary:**  
 WHILE BACKING OUT OF A PARKING SPACE ACCELERATOR STUCK, CAUSING CONSUMER'S VEHICLE TO STRIKE ANOTHER VEHICLE. THE MANUFACTURER FOUND NO DEFECTS. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10104409  
**Date of Incident:** 20040810  
**Vehicle:** 2004 TOYOTA HIGHLANDER  
**Location of Incident:** BRANDON, FL

**NHTSA Summary:**  
 MY 2004 TOYOTA HIGHLANDER MAKES A TERRIBLE HUMMING / MOANING SOUND ON ACCELERATION THAT RESONATES WITHIN THE VEHICLES AND DISTURBS THE DRIVER. THE PROBLEM TYPICALLY OCCURS DURING SPEEDING UP FROM 0 MPH. IT IS TERRIBLY FRUSTRATING THAT A BRAND NEW CAR MAKES SUCH A ANNOYING SOUND. IT IS ALSO HESITATES A LOT DURING 20-40 MPH SPEED RANGE. THE VEHICLE DOES NOT RESPOND AS IT SUPPOSED TO ON ACCELERATION AND THAT TOO SPECIALLY WHILE DRIVING WITHIN THE CITY. ON CONTACTING THE DEALER AND TOYOTA'S NATIONAL CUSTOMER SERVICE THEY SAID IT IS DESIGNED TO BE LIKE THAT AND THE HESITATION IS A BY-PRODUCT OF COMPUTER CONTROLLED AUTOMATIC TRANSMISSION. CURRENTLY THERE IS NO FIX FOR THIS. AM TERRIBLY FRUSTRATED NOW AND PROMISE TO NEVER BUY ANY VEHICLE FROM TOYOTA IN FUTURE. I WOULD ALSO MAKE SURE THAT MY FRIENDS AND RELATIVES DOES NOT GO NEAR A TOYOTA DEALER. I AM DESPERATE IN GETTING RID OF THIS VEHICLE. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10088430  
**Date of Incident:** 20040812  
**Vehicle:** 2004 TOYOTA HIGHLANDER  
**Location of Incident:** COOS BAY, OR

**NHTSA Summary:**  
 CAR HAS AN UNACCEPTABLE LAG WHEN ACCELERATING. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10086821

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Toyota Sudden Unintended Acceleration: Appendix A

**Date of Incident:** 20040813  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** WHITING, NJ

**NHTSA Summary:**  
 ONGOING PROBLEM WITH APPLICATION OF BRAKES AND CAR ACCELERATING FORWARD. INCIDENTS ON 7/9/04 & 8/13/04. INCIDENTS HAVE BEEN REPORTED BEFORE TO NHTSA ON 4/23/04 REFERENCE#10071432. TOOK CAR TO DEALER TOYOTA REP AND SERVICEMAN COUND NOT FIND PROBLEM. HAS OFFERED O TAKE CAR IN FOR 1 WEEK AND HAVE TECHS DRIVE. THIS IS 5 INCIDENT ASKED TOYOTA TO SWAP CAR FOR OR TRADE FOR OTHER CAR WAS INFORMED MY CAR HAD PROBLEM AND WAS NOT POSSIBLE AT THIS TIME. THIS CAR HAS PROBLEM WITH ETS AND IT IS TIME FOR TOYOTA TO DO SOMETHING I AM NOT IN THIS FOR GAIN JUST WANT THE PROBLEM SOLVED OR CAR SWAPPED FOR EQUIVALENT. I HAVE EXHAUSTED ALL MEANS FOR A RESOLUTION AND FEEL I NEED ARBITRATION FROM TOYOTA. HEARING THAT THIS CAR HAS NO PROBLEM IS OLD AND WOULD APPRECIATE ANY ASSISTANCE IN THIS MATTER. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10281114  
**Date of Incident:** 20040817  
**Vehicle:** 2004 TOYOTA CAMRY SOLARA  
**Location of Incident:** ORANGE, CA

**NHTSA Summary:**  
 TIME & PLACE OF ACCIDENT 9:30A.M. 8-17-09 TOLL BROTHERS IRONWOOD MODEL/SALES OFFICE PARKING LOT 18120 WATSON WAY YORBA LINDA CA 92886. PLACE OF EMPLOYMENT. AFTER ENTERING SALES MODELS PARKING LOT FROM WATSON WAY, I WAS BRAKING AT APPROXIMATELY 5MPH SLOWING TO PARK NEXT TO HANDICAPPED PARKING SPACE. SUDDENLY I NOTED ENGINE RPM'S ACCELERATING RAPIDLY I TRIED TO SHIFT AUTO IN TO PARK POSITION AS THE AUTO JUMPED CEMENT ABUTMENTS STOPS, VEERED RIGHT (NORTH) DOWN SIDEWALK KNOCKING DOWN SMALL TREE IN LANDSCAPED AREA, VEERED TOWARDS DRIVERS SIDE OF RED JEEP WAGON, CORRECTED TOWARDS WALKWAY (WEST) AND SWIPED DRIVERS SIDE FRONT BUMPER OF RED JEEP. TOYOTA CAME TO STOP AFTER HITTING AND BECOMING IMPALED ON TOP OF STAIRWELL WALLS IN FRONT OF JEEP. I WAS TRANSPORTED TO CHAPMAN MEDICAL CENTER IN ORANGE CA BY SETH RING SENIOR PROJECT MANAGER FOR TOLL BROTHERS AND WAS CHECKED FOR MUSCLE STRAIN LEFT FOREARM OVER ALL O.K. AIR BAG DID NOT DEPLOY. SKID MARKS NOTED DOWN SIDEWALK FROM PARKING SPACE TO STOPPING POINT AT STAIRWELL. AWAITING CLAIMS ADJUSTMENT. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10089082  
**Date of Incident:** 20040817  
**Vehicle:** 2001 LEXUS RX300  
**Location of Incident:** CHESTER, NJ

**NHTSA Summary:**  
 CONSUMER'S SON WAS DRIVING VEHICLE ON AUGUST 3, 2004 AT 25 MPH UPHILL WHEN SUDDENLY THE ACCELERATOR STUCK. VEHICLE RED LINED UP THE HILL, AND WHEN IT REACHED THE TOP OF THE HILL, THE MOTOR WAS STILL RACING. CONSUMER'S SON MANAGED TO GET THE VEHICLE ON THE SIDE OF THE ROAD, AND CUT THE VEHICLE OFF. IT WAS WITNESSED BY POLICE OFFICER, WHO WAS AT THE TOP OF THE HILL. THEN POLICE OFFICER ASKED CONSUMER'S SON TO RESTART THE VEHICLE, AND THE MOTOR IMMEDIATELY BEGUN TO RACE, RED LINING AGAIN. HE WAS THEN ASKED TO TURN THE

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VEHICLE OFF, ALLOWING IT TO COOL DOWN. THEN THE TOW TRUCK WAS CALLED BY THE POLICE OFFICER. WHEN THE TOW TRUCK ARRIVED ON THE SCENE CONSUMER'S SON WAS AGAIN ASKED TO RESTART THE VEHICLE, AND VEHICLE REPEATED THE SAME THING, IT RED LINED. THE VEHICLE WAS TURNED OFF, AND TOWED TO A LEXUS DEALER. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10089199  
**Date of Incident:** 20040818  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** UKIAH, CA

**NHTSA Summary:**  
 THE DRIVER WAS PULLING INSIDE OF THE DRIVEWAY AND VEHICLE SUDDENLY ACCELERATED. CONSUMER APPLIED BOTH FEET ON THE BRAKE PEDAL IN ORDER TO STOP, AND VEHICLE CONTINUED TO ACCELERATE INTO THE GARAGE WALL. CONSUMER WAS NOT INJURED. CONSUMER HAD THE VEHICLE TOWED TO THE DEALER FOR INSPECTION, AND MECHANIC STATED THAT THE PROBLEM COULD NOT BE DUPLICATED. CONSUMER INFORMED THE MECHANIC THIS PROBLEM OCCURRED MORE THAN ONCE, AND HAD NOT BEEN RESOLVED. MECHANIC INFORMED CONSUMER THAT A REPRESENTATIVE WOULD COME DOWN TO INSPECT THIS VEHICLE. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10113040  
**Date of Incident:** 20040819  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** WESTBURY, NY

**NHTSA Summary:**  
 VEHICLE IS EXPERIENCING A PROBLEM WITH SUDDEN ACCELERATION. OWNER WAS DRIVING DOWN THE ROAD AT APPROXIMATELY 45 MPH. WHEN THE OWNER APPLIED THE BRAKES, THE VEHICLE BEGAN TO ACCELERATE WITHOUT WARNING. THE OWNER HAD TO TURN OFF THE ENGINE, IN ORDER TO STOP THE VEHICLE. PROVIDE FURTHER DETAILS. \*NM

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10088657  
**Date of Incident:** 20040826  
**Vehicle:** 2003 TOYOTA HIGHLANDER  
**Location of Incident:** MILL VALLEY, CA

**NHTSA Summary:**  
 MY 2003 TOYOTA HIGHLANDER ACCELERATED AT A HIGH RATE OF SPEED WHILE THE BRAKE WAS FULLY APPLIED AS I TURNED INTO A PARKING SPOT. LUCKILY, IT HAPPENED WHEN I WAS 60% OR SO INTO THE SPACE, AS I ONLY ACCELERATED INTO A BRICK WALL, NOT ANOTHER CAR OR PERSON. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10092195  
**Date of Incident:** 20040901

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**Vehicle:** 2001 TOYOTA COROLLA  
**Location of Incident:** BRONX, NY  
**NHTSA Summary:**  
 WHILE DRIVING DOWN AN INCLINE, THE VEHICLE SUDDENLY ACCELERATED. \*JB THE VEHICLE WAS TAKEN TO THE DEALER BUT THEY WERE UNABLE DETERMINE THE CAUSE. \*NM  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10106940  
**Date of Incident:** 20040902  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** PALM BEACH GARDENS, FL  
**NHTSA Summary:**  
 VEHICLE SURGED WHEN CRUISE CONTROL WAS ENGAGED AT 60 MPH. IT SURGED UP TO 80 MPH. IT FELT LIKE IT WAS GOING DOWN HILL. DEALER COULD NOT DUPLICATE THE PROBLEM. ALSO, TRANSMISSION HESITATED AT 0-20 MPH, IT ALSO JERKED.  
 \*AK.....LEXUS HAS ADMITTED THE PROBLEM, BUT MAINTAINED THAT VEHICLE DROVE AS DESIGNED. HESITATION PROBLEM EXPERIENCED BY MANY LEXUS ES330 CAR VEHICLE HESITATION, THEN WILL LURCH FORWARD WHEN ACCELERATING A TLOW SPEEDS. LEXUS HAS ADMITTED THE PROBLEM, BUT INSISTED VEHICLE DROVE AS DESIGNED. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10092244  
**Date of Incident:** 20040909  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** CHARLOTTESVILLE, VA  
**NHTSA Summary:**  
 THE ACCELERATOR ON THE VEHICLE BECAME STUCK. THE PEDAL LEFT THE FOOT AND THE BRAKE WAS NOT RESPONDING. THE CONSUMER THEN TRIED TO JUMP ON THE ACCELERATOR HOPING TO LOOSEN IT, INSTEAD, THE VEHICLE BEGAN TO ACCELERATE AND THE CONSUMER HAD TO TURN THE KEY OFF BEFORE THE VEHICLE WOULD STOP. THE CONSUMER CRASHED INTO AN EARTH BANK. PROVIDE FURTHER DETAILS. \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10094284  
**Date of Incident:** 20040909  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** LOMITA, CA  
**NHTSA Summary:**  
 WHILE PARKING VEHICLE ACCELERATED AND CRASHED INTO A WALL. UPON IMPACT, AIR BAGS DID NOT DEPLOY. NO INJURIES REPORTED. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10096389  
**Date of Incident:** 20040909  
**Vehicle:** 2005 LEXUS LX470  
**Location of Incident:** DENNIS, MA

**NHTSA Summary:**  
 (1) CAR WAS NEARLY NEW, ONLY 100 MILES, NO ABNORMAL BEHAVIOR UP TO THAT POINT. (2) WHILE SHIFTING INTO PARK AS PART OF THE PROCESS OF PARKING, AND WITH NO PRESSURE ON ACCELERATOR, CAR SUDDENLY LURCHED FORWARD, STRIKING CONCRETE STANCHION OF PARKING LOT LIGHT POLE. THIS RESULTED IN DAMAGE TO THE FRONT BUMPER, FRAME, RIGHT QUARTER-PANEL, RIGHT HEADLIGHT ASSEMBLY, CAUSING OVER \$4,000 IN REPAIR COSTS. (3) ABOVE PROBLEMS WERE REPAIRED BY A DEALER-APPROVED AUTO BODY SHOP. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10091231  
**Date of Incident:** 20040910  
**Vehicle:** 2004 TOYOTA HIGHLANDER  
**Location of Incident:** WHITTIER, CA  
**NHTSA Summary:**  
 HESITATION ON ACCELERATION. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10115832  
**Date of Incident:** 20040915  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** ATLANTA, GA  
**NHTSA Summary:**  
 CONSUMER COMPLAINED ABOUT AN ACCELERATION PROBLEM. WHILE DRIVING AT APPROXIMATELY 35 MPH DRIVER WOULD STEP ON THE ACCELERATOR AND THE VEHICLE WOULD BEGAN TO HESITATE. THEN, THE SPEED WOULD CONTINUE TO DECREASE EVEN WHEN THE ACCELERATOR PEDAL WAS PUSHED DOWN TO THE FLOOR. THIS HAPPENED WITHOUT WARNING. OWNER CONTACTED THE MANUFACTURER AND THE DEALER. THE DEALER HAS HAD THE VEHICLE FOR A MONTH. HOWEVER, THEY WERE UNABLE TO DUPLICATE THE PROBLEM. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10129692  
**Date of Incident:** 20040915  
**Vehicle:** 2005 TOYOTA CAMRY SOLARA  
**Location of Incident:** FORT MEYERS, FL  
**NHTSA Summary:**  
 DT: THE SHIFTING MECHANISM IN THE VEHICLE DELAYS WHEN GOING AROUND THE CORNER. WHEN PUSHING ON THE ACCELERATOR TRANSMISSION HESITATED. THE VEHICLE HAS BEEN TO THE SERVICE DEPARTMENT 3 OR 4 TIMES. DEALERSHIP STATED IT WAS THE WAY THE VEHICLE WAS SUPPOSE TO WORK. COMPUTER WAS REPROGRAMMED ONCE. IT MADE IT A LITTLE BETTER, BUT DID NOT SOLVE THE PROBLEM. THE SERVICE DEPARTMENT STATED THERE WAS NO OTHER SOLUTION FOR THIS. THIS STARTED RIGHT AFTER THE VEHICLE WAS PURCHASED. IT HAPPENED MAINLY WHEN THE VEHICLE COASTED AND THE ACCELERATOR WAS PUSHED AFTERWARDS. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10097679  
**Date of Incident:** 20040916  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** BETHESDA, MD  
**NHTSA Summary:**  
 UNEXPECTEDLY, WITHOUT PRESSING ON THE GAS PEDAL, CAR RAPIDLY ACCELERATED. \*BF THE CONSUMER STATED HE HIT A BUILDING AND THE AIR BAG DID NOT DEPLOY. \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10170539  
**Date of Incident:** 20040919  
**Vehicle:** 2004 TOYOTA CAMRY SOLARA  
**Location of Incident:** LARGO, FL  
**NHTSA Summary:**  
 THROTTLE LAG AT LOW SPEED AND FROM STOP IS INCONSISTANT AND HAS BEEN THE CAUSE FOR SEVERAL CLOSE CALLS WHEN PULLING INTO TRAFFIC. MANUFACTURER WAS INFORMED; DEALER INVESTIGATED; STATES THIS IS NORMAL AND NOTHING CAN BE DONE, THAT LAG IS "ACCEPTABLE". SOME INSTANCES HAVE BEEN SEVERAL SECONDS BEFORE ACTUAL THROTTLE RESPONSE. DRIVER HAS TO USE HARDER ACCELERATION TO COMPENSATE WHEN THIS HAPPENS. THIS IS A SAFETY ISSUE THAT TOYOTA IS AWARE OF BUT DECLINES TO ADMIT IT IS A PROBLEM. DRIVER IS VERY CONCERNED THAT THIS ISSUE WILL BE CAUSE OF AN ACCIDENT. \*NM  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10099539  
**Date of Incident:** 20040920  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** CAMPBELL, CA  
**NHTSA Summary:**  
 WHEN DRIVING 30 MPH RPMS ACCELERATED TO 80 MPH. THIS CAUSED THE CONSUMER TO GO OFF THE SIDE OF THE ROAD, CAUSING DAMAGE TO THE VEHICLE. DEALERSHIP WAS NOTIFIED, BUT DID NOT RESOLVE THE PROBLEM. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10094159  
**Date of Incident:** 20040920  
**Vehicle:** 2004 TOYOTA RAV4  
**Location of Incident:** HARTSELLE, AL  
**NHTSA Summary:**  
 THE ACCELERATOR BECAME STUCK WHILE THE CONSUMER WAS DRIVING. THE CONSUMER WENT OVER A CURB AND FLATTENED HER TIRE. THIS IS THE SECOND INCIDENT. \*JB  
**Additional Summary:**

**Date of Incident:** 20040921  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** ESCONDIDO, CA  
**NHTSA Summary:**  
 WHILE BACKING OUT OF DRIVEWAY, WITH FOOT ON BRAKE PEDAL, I SHIFTED THE 2003 CAMRY FROM PARK INTO REVERSE. THE CAR IMMEDIATELY ACCELERATED BACKWARD AT HIGH SPEED OUT OF DRIVEWAY, CROSSED THE ROAD, AND CRASHED INTO A TREE. 3 PEOPLE IN CAR, NO INJURIES. SO FAR, ESTIMATED BODY DAMAGE IS ABOUT \$8000, BUT UNDERCARRIAGE HAS YET TO BE INSPECTED. REASON FOR SUDDEN ACCELERATION IS UNKNOWN AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10091416  
**Date of Incident:** 20040928  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** LA FOLLETTE, TN  
**NHTSA Summary:**  
 WHEN THE GEAR WAS PLACED IN REVERSE, THE VEHICLE SUDDENLY ACCELERATED AND HIT A CONCRETE WALL. PLEASE PROVIDE FURTHER INFORMATION. \*JB GAS PEDDLE STUCK AND BRAKES WOULD NOT HOLD THE CAR FROM MOVING. CONSUMER WAS INJURED AS A RESULT OF ACCIDENT. THE CONSUMER SPRAINED HER LEG AS A RESULT OF PUTTING SO MUCH FORCE ON THE BRAKE TRYING TO STOP THE VEHICLE. \*TC  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10094573  
**Date of Incident:** 20040928  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** PERTH AMBOY, NJ  
**NHTSA Summary:**  
 WIEN APPLYING THE ACCELERATOR PEDAL VEHICLE HESITATED THEN SURGED FORWARD. CONSUMER WAS CONCERNED THAT THE VEHICLE WILL BE REAR ENDED. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10109324  
**Date of Incident:** 20040928  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** PERTH AMBOY, NJ  
**NHTSA Summary:**  
 VEHICLE SUDDENLY EXPERIENCED A SURGE IN ACCELERATION. \*BF THE CONSUMER STATED THE PROBLEM HAPPENED WHEN THE GAS PEDAL WAS APPLIED HARD. \*JB  
**Additional Summary:**



WHILE STOPPED AT AN INTERSECTION, THE ENGINE SUDDENLY AND UNEXPECTEDLY BEGAN TO REV UNCONTROLLABLY WITHOUT ANY INPUT FROM ME. DUE TO THE HIGH REVOLUTIONS OF THE ENGINE THE BRAKES WERE INCAPABLE OF PREVENTING THE CAR FROM MOVING FORWARD EVEN THOUGH THE BRAKE PETAL WAS FULLY DEPRESSED. THE ONLY WAY TO PREVENT MY CAR FROM HITTING THE CAR IN FRONT OF ME WAS TO SHUT OFF THE ENGINE. TWO SUBSEQUENT ATTEMPTS TO RE-START THE ENGINE RESULTED IN A REPEAT OF THE OVER-REVING SITUATION. ONLY AFTER THE THIRD ATTEMPT DID THE ENGINE RESUME NORMAL OPERATION. A PASSENGER IN THE CAR AT THE TIME VERIFIED THAT THE ACCELERATOR WAS NOT ENGAGED AT ANY TIME DURING THE INCIDENT. THE CAR WAS IMMEDIATELY DRIVEN TO THE DEALER WHO INSPECTED IT AND FOUND NO FAULT WITH THE ETC SYSTEM AND NO STORED CODES THAT WOULD VERIFY MY COMPLAINT. THE CAR WAS SUBSEQUENTLY RETURNED TO US AND WAS DRIVEN WITHOUT INCIDENT FOR THE NEXT NINETEEN MONTHS BEFORE THE PROBLEM ONCE AGAIN PRESENTED ITSELF. AS WE WERE PULLING INTO A PARKING SPACE WHILE MY FOOT WAS ON THE BRAKE PETAL THE ENGINE ONCE AGAIN BEGAN TO OVER-REV WITHOUT ANY INPUT FROM ME. AGAIN, THE PASSENGER IN THE CAR WHO HAD WITNESSED THE FIRST INCIDENT IMMEDIATELY LOOKED TO SEE IF THE ACCELERATOR WAS ACCIDENTALLY BEING DEPRESSED. IT WAS NOT. AGAIN, THE ONLY MEANS OF PREVENTING MY CAR FROM STRIKING THE VEHICLE IN FRONT OF ME WAS TO SHUT OFF THE ENGINE. \*NM

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10094597  
**Date of Incident:** 20040928  
**Vehicle:** 2004 TOYOTA CAMRY SOLARA  
**Location of Incident:** REDDING, CA  
**NHTSA Summary:**  
 WHEN APPLYING THE ACCELERATOR PEDAL VEHICLE HESITATED. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10138104  
**Date of Incident:** 20040929  
**Vehicle:** 2000 LEXUS LS400  
**Location of Incident:** NORTH WOODMERE, NY  
**NHTSA Summary:**  
 DT: THE CALLER SAID WHILE DRIVING 50 MPH THE VEHICLE ACCELERATED TO A FASTER SPEED VERY QUICKLY. THERE WAS AN ACCIDENT. THE CALLER SUSTAINED INJURIES. A POLICE REPORT WAS TAKEN. THE CALLER SAID THE VEHICLE WAS ACCELERATING WITHOUT WARNING FOR ABOUT A YEAR. THE CALLER CALLED THE MANUFACTURER THE DAY OF THE ACCIDENT AND TOLD THEM ABOUT THE PROBLEM. DEALER SAID THEY WOULD GET BACK TO HIM. HE WAS TOLD NOTHING WAS WRONG WITH THE CAR A FEW WEEKS BEFORE THE ACCIDENT. DEALER WAS CONTACTED AFTER THE ACCIDENT, AND THEY SAID THEY WILL SET UP AN APPOINTMENT TO FIND THE CAUSE OF THE PROBLEM. ON SEPTEMBER 26, 2005 AT 8:00 AM, MANUFACTURER SAID THEY WOULD CALL IN TWO DAYS. THIS WAS BEFORE THE ACCIDENT. AFTER THE ACCIDENT THEY SAID THEY WOULD COME AND LOOK AT THE VEHICLE. THE CALLER SAID SHE CALLED MANUFACTURER AGAIN ON SEPTEMBER 27, 2005 AT 9:00 AM TO TELL THEM OF THE ACCIDENT, THEY SAID SOMEONE WOULD CALL BACK. ON SEPTEMBER 28, 2005 MANUFACTURER SAID IT WOULD TAKE SIX TO EIGHT WEEKS TO LOOK AT THE VEHICLE. THE CALLER TOLD THEM THEY WERE GOING TO SUE, AND THE MANUFACTURER SAID THEY WILL NOT COME TO LOOK AT THE VEHICLE. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10093384  
**Date of Incident:** 20040930  
**Vehicle:** 2004 TOYOTA HIGHLANDER  
**Location of Incident:** MCKINNEY, TX  
**NHTSA Summary:**  
 I PURCHASED A NEW 2004 TOYOTA HIGHLANDER ON 3/26/2004 AND AFTER ABOUT 2 MONTHS STARTED NOTICING A PROBLEM WITH HESITATION WHEN ACCELERATING FROM A STOP OR WHEN PASSING. THE CAR FEELS LIKE IT DIES FOR 1 TO 2 SECONDS AND THEN LURCHES FORWARD. THIS IS VERY DANGEROUS WHEN MAKING A LEFT HAND TURN AT A LIGHT WITH ONCOMING CARS FROM THE OPPOSITE DIRECTION. THIS ALSO CAUSES PROBLEMS WHEN TRYING TO MERGE WITH HIGHWAY TRAFFIC OR WHEN PASSING. THIS OCCURS EVERY DAY AND WHEN IT WAS REPORTED TO TOYOTA SERVICE THEY STATED IT WAS A KNOWN ISSUE WITH NO FIX OR TECHNICAL BULLETIN. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10135075  
**Date of Incident:** 20041001  
**Vehicle:** 2005 LEXUS ES  
**Location of Incident:** DULUTH, GA  
**NHTSA Summary:**  
 I PURCHASED A 2005 LEXUS ES330 AND HAVE HAD CONSISTENT PROBLEMS WITH THE VEHICLE'S ACCELERATION AND DECELERATION. THE VEHICLE HESITATES DURING ACCELERATION AND SUDDENLY LURCHES FORWARD. ALSO, DURING DECELERATION THE VEHICLE SUDDENLY SLOWS DOWN UPON RELEASING THE GAS PEDAL. THIS HAS BECOME A SERIOUS ISSUE IN HEAVY TRAFFIC AND I-T-T-(tm)M CONCERNED IT MAY LEAD TO AN ACCIDENT. I HAVE REPORTED THE ISSUE TO THE DEALER ON TWO OCCASIONS BUT HAVE RECEIVED A STANDARD RESPONSE THAT THERE IS NOTHING WRONG WITH THE CAR. I-T-T-(tm)M HOPING THE DOT WILL INITIATE A RECALL AND HAVE THE MANUFACTURER FIX THE PROBLEM. I'M DEEPLY CONCERNED AND SHOCKED AT THE NUMBER OF SIMILAR REPORTS FILED WITH THE DOT. \*NM  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10093706  
**Date of Incident:** 20041001  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** LAKE MARY, FL  
**NHTSA Summary:**  
 I HAVE NOW SENT MY CAR IN FOR SERVICE TWICE TO LEXUS OF ORLANDO ABOUT UNEXPECTED SURGING OF THE VEHICLE AND VEHICLE HESITATION WHEN THE ACCELERATOR IS PRESSED. THIS IS AN INTERMITTENT AND DANGEROUS PROBLEM. AS I DO NOT KNOW WHEN IT WILL OCCUR. WHEN IT DOES OCCUR THE UPSHIFT IS HARSH. THE DOWNSHIFT DELAYED AS IF THE TRANSMISSION IS CONFUSED ABOUT THE DRIVER'S INTENTION, AND THERE IS PRONOUNCED HESITATION WHEN THE ACCELERATOR IS PRESSED. THIS LACK OF RESPONSIVENESS LEAVES BOTH THE VEHICLE AND PASSENGERS EXPOSED TO ACCIDENT AND INJURY. ON MY FIRST VISIT, I WAS TOLD THE VEHICLE COMPUTER WOULD BE RESET, AS THE VEHICLE LEARNS YOUR DRIVING STYLE IN THE

FIRST 30 OR SO MILES, AND I MUST HAVE DRIVEN THE VEHICLE HARSHLY. THIS SO CALLED RESET DID NOTHING TO FIX THE PROBLEM. LESS THAN A WEEK LATER, I NARROWLY ESCAPED A CRASH AFTER MY CAR HESITATED WHILE CROSSING AN INTERSECTION. I PROMPTLY RETURNED THE VEHICLE TO THE DEALER FOR SERVICE. UPON COMPLETION OF THE SECOND SERVICE, WHICH INCLUDED A DRIVE WITH THE TECHNICIAN, LEXUS SERVICE NOW SAYS THESE PROBLEMS ARE INHERENT TO THE MODEL AND THEY CAN'T FIX THEM. IN ADDITION, I AM AWARE THAT NUMEROUS OWNERS FREQUENTLY COMPLAIN OF HESITATION AND SURGING IN 2002, 2003, AND 2004 MODELS AND MANY COMPLAINTS (OVER 100) OF THE SAME NATURE HAVE BEEN FILED WITH THE NHTSA. THIS STATEMENT IS TO ISSUE NOTICE THAT I AM NOT SATISFIED, AND THE PROBLEM HAS NOT BEEN FIXED.\*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10096890  
**Date of Incident:** 20041004  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** JEANNETTE, PA  
**NHTSA Summary:**  
 WHEN APPLYING THE ACCELERATOR PEDAL THE VEHICLE HESITATED THEN SURGED FORWARD. PLEASE PROVIDE ADDITIONAL INFORMATION. \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10097242  
**Date of Incident:** 20041004  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** TALLMADGE, OH  
**NHTSA Summary:**  
 THE CONSUMER STATED AT ANY TIME THE VEHICLE ACCELERATED WITHOUT WARNING. NO IMPACT REPORTED. PLEASE PROVIDE ADDITIONAL INFORMATION. \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10108812  
**Date of Incident:** 20041006  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** HOUSTON, TX  
**NHTSA Summary:**  
 VEHICLE SUDDENLY EXPERIENCED A SURGE IN ACCELERATION. CAR CRASHED INTO A TREE AT THE FRONT PARKING SPACE \*BF ON TWO SEPARATE OCCASIONS THE CONSUMER WAS ENTERING A PARKING SPACE AND THE VEHICLE SUDDENLY ACCELERATED AND CRASHED INTO A TREE AT THE FRONT OF THE SPACE. THE SECOND INCIDENT OCCURRED AFTER THE <A HREF="HTTP://WWW.SERVERLOGIC3.COM/LM/R/TL3.ASP?SI=0&K=FUEL%20TANK" ONMOUSEOVER="WINDOW.STATUS='FUEL TANK'; RETURN TRUE;" ONMOUSEOUT="WINDOW.STATUS=''; RETURN TRUE;">FUEL TANK</A> WAS FILLED. THE ENGINE ACCELERATED TO HIGH RPM'S WHILE THE CONSUMERS FOOT WAS ON THE BRAKE. \*TC  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10103145  
**Date of Incident:** 20041014  
**Vehicle:** 2002 TOYOTA ECHO  
**Location of Incident:** OCEAN VIEW, DE  
**NHTSA Summary:**  
 VEHICLE WOULD INTERMITTENTLY JUMP OUT OF DRIVE INTO NEUTRAL WHEN APPLYING THE ACCELERATOR PEDAL FROM A STOP/SLOW MOTION OR FROM INCREASING THE SPEED TO HIGH LEVELS. VEHICLE HAD BEEN TO THE DEALER ON THREE OCCASIONS, AND THEY WERE UNABLE TO DUPLICATE THE PROBLEM.\*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10100023  
**Date of Incident:** 20041014  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** HOUSTON, TX  
**NHTSA Summary:**  
 ELECTRONIC GAS PEDAL - WHEN AT LOW SPEED OR IMMEDIATELY AFTER COMING TO A STOP THE GAS PEDAL IS DEPRESSED THE CAR HESITATES FOR 1.5 SECONDS OR MORE BEFORE RESPONDING AND THEN ACCELERATES VERY FAST. THIS PRESENTS A SERIOUS SAFETY HAZARD WHEN TRING TO ENTER OR CROSS BUSY HIGHWAYS. THE DEALER SAYS ALL THE 2004 7 2005 MODELS DO IT. IT IS A CONSTANT COMPLAINT. LEXUS CUSTOMER SERVICE SAYS THEY ARE AWARE OF IT BUT HAVE NO CURE. A SAFETY WARNING AND RECALL SHOPULD BE ISSUED.\*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10096006  
**Date of Incident:** 20041018  
**Vehicle:** 2004 TOYOTA HIGHLANDER  
**Location of Incident:** JONESBOROUGH, TN  
**NHTSA Summary:**  
 MY 2004 TOYOTA HIGHLANDER EXHIBITS A SIGNIFICANT HESITATION AT THE START OF RAPID ACCELERATION THAT I BELIEVE IS A POTENTIAL SAFETY HAZARD. WHEN THE VEHICLE IS MOVING AT A SLOW SPEED AND THE ACCELERATOR IS DEPRESSED TO BEGIN A RAPID ACCELERATION (PASSING A SLOWER VEHICLE OR MERGING INTO TRAFFIC), A SIGNIFICANT HESITATION IS PRESENT BEFORE THE VEHICLE BEGINS TO ACCELERATE. THIS DELAYED RESPONSE TO THE ACCELERATOR INPUT CAN PLACE THE VEHICLE IN DANGEROUS SITUATIONS WHERE THE VEHICLE CANNOT GET OUT OF THE WAY OF OTHER TRAFFIC. I BELIEVE THIS BEHAVIOR COULD RESULT IN A TRAFFIC ACCIDENT AND POTENTIAL INJURY TO PEOPLE. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10096335  
**Date of Incident:** 20041024  
**Vehicle:** 2005 SCION SCION  
**Location of Incident:** BURSON, CA  
**NHTSA Summary:**  
 TOOK FOOT OFF GAS TO SLOW DOWN WHEN APPROACHING CURVE. RAKED TO SLOW DOWN WHEN ENTERING CURVE AND VEHICLE FAILED TO SLOW. FULLY ENGAGED

BRAKE AND VEHICLE FAILED TO STOP AND KEPT ACCELERATING. THIS RESULTED IN THE VEHICLE CRASHING INTO AN EMBANKMENT WHICH CAUSED MAJOR DAMAGE TO THE VEHICLE. THIS IS IS BRAND NEW SCION TC PURCHASED 09/01/04. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10097788  
**Date of Incident:** 20041026  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** CINCINATI, OH

**NHTSA Summary:**  
CONSUMER STATED WHILE PULLING INTO A PARKING SPACE SHE SUDDENLY FOUND HERSELF AND CHILD IN THE STORE. SHE PULLED INTO A PARKING SPACE, APPLIED BRAKES, AND THEN SUDDENLY THE VEHICLE ACCELERATED AND CRASHED INTO THE STORE FRONT. CONSUMER WAS SURE THAT SHE DID NOT PUT FOOT ON THE ACCELERATOR INSTEAD OF THE BRAKE PEDAL. CONSUMER WENT ON LINE AND FOUND THAT DOT WAS INVESTIGATING THE SAME TYPE OF PROBLEM.\*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10101616  
**Date of Incident:** 20041101  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** CLARENDON HILLS, IL

**NHTSA Summary:**  
OWNER OF 2003 TOYOTA CAMRY EXPERIENCED SUDDEN ACCELERATION SUGGEST NHTSA INITIATE INVESTIGATION. \*BF THE VEHICLE SUDDENLY SURGED FORWARD AND HAD RUN INTO A CONCRETE WALL AND OCCURRED ON TWO MORE OCCASIONS. \*SC SEE ODI 10063095. \*DSY DUPLICATE OF 10101790. \*DSY

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10151872  
**Date of Incident:** 20041101  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** PERTH AMBOY, NJ

**NHTSA Summary:**  
CONSUMER PRESSED GAS PEDAL AND VEHICLE DID NOT ACCELERATE, THREE SECONDS LATER VEHICLE LUNGED FORWARD. \*TX THE VEHICLE WAS TAKEN TO THE DEALER. THE DEALER WAS ABLE TO DUPLICATE THE PROBLEM BUT WAS UNABLE TO DETERMINE THE CAUSE. ABOUT 17 MONTHS LATER THE VEHICLES WAS REPAIRED. \*NM UPDATED

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10103250  
**Date of Incident:** 20041101  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** GLENCOE, IL  
**NHTSA Summary:**

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LEXUS 300 HESITATION. STEPPED ON ACCELERATOR, CAR HESITATED AND HAD TO PUMP ACCELERATOR TO GO FORWARD. \*BF THIS PROBLEM OCCURRED MANY TIMES. THE CONSUMER ALMOST HAD AN ACCIDENT WHILE ATTEMPTING TO MAKE A LEFT TURN. THE CONSUMER APPLIED THE ACCELERATOR PEDAL, THE VEHICLE HESITATED AND THE CONSUMER PUMPED THE ACCELERATOR TO GO FORWARD. THE DEALER COULD NOT FIND A PROBLEM. \*SC

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10105573  
**Date of Incident:** 20041112  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** PALM CITY, FL

**NHTSA Summary:**  
THE VEHICLE INCREASES IN RPM'S WITHOUT TOUCHING THE ACCELERATOR PEDAL. WHEN APPROACHING A TRAFFIC LIGHT THE RPM'S WILL INCREASE FROM 750 TO 900 RPM'S. THE CONSUMER TOOK THE VEHICLE BACK TO THE DEALER. ALSO CONTACTED THE MANUFACTURER. IT WAS EXPLAINED TO THE CONSUMER THAT THIS WAS THE CURRENT DESIGN OF THE VEHICLE. \*AK THERE WAS POTENTIAL FOR AN ACCIDENT TO OCCUR IN STOP AND GO TRAFFIC. THE CONSUMER WAS AWARE OF TWO OTHER OWNERS OF THIS SAME MAKE AND MODEL WHO HAVE EXPERIENCED THE SAME PROBLEM. \*SC

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10101511  
**Date of Incident:** 20041115  
**Vehicle:** 2000 LEXUS LS400  
**Location of Incident:** BERKELEY, CA

**NHTSA Summary:**  
AFTER STARTING THE VEHICLE, IT SUDDENLY ACCELERATED AT A HIGH SPEED. THE CONDITION CAUSED THE VEHICLE TO HIT THREE PARKED VEHICLES AND ONE VEHICLE IN MOTION. THE CONSUMER RECEIVED MINOR INJURIES TO HER FACE DUE TO AIR BAG DEPLOYMENT. THE OTHER DRIVER AND PASSENGER OF THE OTHER VEHICLES APPEARED TO SHOW NO INJURY. \*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10102070  
**Date of Incident:** 20041119  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** LIVINGSTON, NJ

**NHTSA Summary:**  
CONSUMER WAS DRIVING ABOUT 65 MPH AND THE ACCELERATOR PEDAL BECAME STUCK. DRIVER HAD TO TURN OFF THE IGNITION IN ORDER TO GET THE VEHICLE TO STOP. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10101640  
**Date of Incident:** 20041119  
**Vehicle:** 2002 TOYOTA CAMRY

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**Location of Incident:** LOUISVILLE, KY

**NHTSA Summary:**  
THE CONSUMER EXPERIENCED SUDDEN ACCELERATION. THE BRAKES FAILED TO WORK CAUSING AN ACCIDENT. \*NM THE CONSUMER'S VEHICLE COLLIDED WITH ANOTHER VEHICLE AT A STOP SIGN. \*SC THE AIR BAGS DID NOT DEPLOY. \*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10105483  
**Date of Incident:** 20041119  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** NEW LONDON, CT

**NHTSA Summary:**  
WHILE MAKING A LEFT TURN INTO A PARKING SPACE, THE VEHICLE ACCELERATED WITHOUT WARNING. AS A RESULT THE VEHICLE COLLIDED INTO A PARKED VEHICLE. THE CAUSE HAS YET TO BE DETERMINED. PLEASE PROVIDE ADDITIONAL INFORMATION. \*JB...WHILE EXITING A HIGHWAY AT 60 MPH, REMOVED FOOT FROM ACCELERATOR TO COAST INTO EXIT, VEHICLE SUDDENLY ACCELERATED 70-75 MPH, WAS ABLE TO CONTROL VEHICLE BY APPLYING BRAKES. ALSO, DEALER REPAIRED FRONT BUMPER. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10100310  
**Date of Incident:** 20041121  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** APALACHIN, NY

**NHTSA Summary:**  
WHILE BACKING OUT OF A DRIVEWAY AND SHIFTING FROM REVERSE INTO DRIVE VEHICLE SUDDENLY ACCELERATED OUT-OF-CONTROL INTO ADJACENT NEIGHBOR'S YARD. IMMEDIATE AND CONTINUAL APPLICATION OF BRAKES DID NOTHING -- ENGINE CONTINUED TO REV AND I NARROWLY AVOIDED STRIKING A HOUSE. INSTEAD, I WAS FORCED TO STRIKE A ROW OF TREES TO STOP RUN-AWAY VEHICLE. FRONTAL AIR BAGS FAILED TO DEPLOY ON EITHER SIDES. HAD IT NOT BEEN FOR THE TREES, I WOULD'VE STRUCK A 500 GALLON PROPANE TANK, 2 PARKED PICKUP TRUCKS, AND THE ORIGINAL HOUSE FROM WHICH I WAS DEPARTING FROM. MY LONE PASSENGER AND I WILL BE EMOTIONALLY SCARRED FOREVER BY THIS INCIDENT. PLEASE FORCE TOYOTA TO ISSUE A RECALL HERE! PLEASE DON'T WAIT FOR A DEATH... PLEASE!!!!\*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10100445  
**Date of Incident:** 20041122  
**Vehicle:** 2005 LEXUS ES330  
**Location of Incident:** MCLEAN, VA

**NHTSA Summary:**  
I PURCHASED A NEW LEXUS ES330, AND IT HAS 3 PROBLEMS: (I) BUMPY RIDE AT LOW AND HIGH SPEEDS, (II) ACCELERATION LAG AFTER COASTING, (III) HIGH IDLE WHEN COLD (15,000RPM'S). \*AK

**Additional Summary:**

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**Toyota ID No:**  
**NHTSA ODI No:** 10110398  
**Date of Incident:** 20041129  
**Vehicle:** 2005 TOYOTA CAMRY SOLARA  
**Location of Incident:** INDIANAPOLIS, IN

**NHTSA Summary:**  
WHEN MAKING TURNS (AND SOMETIMES JUST WHEN ACCELERATING), THIS CAR AND ALL LIKE IT HESITATE WHEN THE THROTTLE IS DEPRESSED AND THEN LUNGES FORWARD SUDDENLY NEARLY CAUSING THE DRIVER TO LOSE CONTROL. \*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10112818  
**Date of Incident:** 20041201  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** FAYETTEVILLE, GA

**NHTSA Summary:**  
CONSUMER'S VEHICLE EXPERIENCED THE VERY SAME PROBLEM AS MENTIONED IN RECALL 01V012000 CONCERNING SPEED CONTROL CABLE/ACCELERATOR STICKING. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10112822  
**Date of Incident:** 20041201  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** RED BANK, NJ

**NHTSA Summary:**  
WHEN BRAKING INTERMITTENTLY THE VEHICLE ACCELERATED. THIS CONDITION HAS OCCURRED 8 TIMES WITHIN TWO MONTHS. VEHICLE HAD BEEN TO THE DEALER ON SEVERAL OCCASIONS. DEALER WAS UNABLE TO LOCATE THE CAUSE OR DUPLICATE THE PROBLEM. \*AK THIS PROBLEM ALSO OCCURRED WHILE THE VEHICLE WAS IN REVERSE. \*BF

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10113287  
**Date of Incident:** 20041202  
**Vehicle:** 2005 LEXUS ES330  
**Location of Incident:** CAPE CORAL, FL

**NHTSA Summary:**  
WHEN SLOWING TO A NEAR STOP (LESS THAN 10 MPH) AND THEN ACCELERATING, THE VEHICLE LAGS AND THEN LURCHES TO OVERCOMPENSATE. IT DOES THIS VIRTUALLY EVERYTIME, MAKING IT UNSAFE IN HEAVY TRAFFIC. \*DSY

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10105160  
**Date of Incident:** 20041203  
**Vehicle:** 2002 LEXUS GS300  
**Location of Incident:** MESA, AZ

**NHTSA Summary:**

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VEHICLE EXPERIENCED HESITATION WHILE DRIVING TO THE INTERSECTION, AND VEHICLE WILL NOT GO FORWARD WITH ANY POWER. CONSUMER PRESSED THE ACCELERATOR, BUT THE VEHICLE WILL NOT MOVE WITH ANY FORCE. CONSUMER TOOK THE VEHICLE TO THE DEALER, BUT RECEIVED NO ASSISTANCE. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10102319  
**Date of Incident:** 20041204  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** AUSTIN, TX

**NHTSA Summary:**

I WAS STOPPED IN TRAFFIC ON IH-35 IN AUSTIN DUE TO AN ACCIDENT AHEAD. I HAD AN OPPORTUNITY TO MOVE TO AN EXIT LANE AND AFTER MOVING TO THAT LANE, NOTICED A VEHICLE COMING TOWARD ME AT HIGH SPEED. MY WAY WAS CLEAR TO ACCELERATE AND I DID SO, PRESSED THE ACCELERATOR ABOUT 1/2 THE WAY DOWN. NOTHING HAPPENED AND I PRESSED THE ACCELERATOR THE REMAINDER TO THE FLOOR. AFTER A SHORT TIME, THE ENGINE FINALLY ACCELERATED. THREE DAYS LATER, ON DEC. 7, I TOOK THE CAR TO THE DEALER AND EXPLAINED WHAT HAD HAPPENED. AFTER EXAMINING THE CAR, THE DEALER CALLED TO EXPLAIN THAT THEY HAD CHECKED THE CAR OVER AND EVERYTHING WAS FINE. HE FURTHER EXPLAINED THAT THE 2004 CAMRY WAS EQUIPPED WITH A "DRIVE-BY-WIRE" ACCELERATOR. NO ONE WAS INJURED, NO DAMAGE WAS DONE, BUT I AM CONCERNED THAT THIS CAR WILL NOT RESPOND QUICKLY IN A DANGEROUS SITUATION. NOR DO I BELIEVE THAT THIS IS AN ISOLATED SITUATION. WE HAD DRIVEN A DEMONSTRATOR, A 4 CYLINDER CAMRY, ABOUT SIX MONTHS BEFORE WE PURCHASED OURS. MY WIFE WAS DRIVING AND PRESSED HARD ON THE ACCELERATOR TO GET IT TO MOVE UP AN ENTRANCE RAMP AND IT ALSO DID NOT RESPOND. AT THAT TIME, I DIDN'T PLACE ANY SIGNIFICANCE TO THE CAR NOT RESPONDING, THINKING MY WIFE WASN'T ATTEMPTING TO ACCELERATE A QUICKLY AS SHE INSISTED. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10105486  
**Date of Incident:** 20041207  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** FAIRVIEW PARK, OH

**NHTSA Summary:**

WHILE PULLING INTO A PARKING SPACE THE CONSUMER HEARD A LOUD NOISE COMING FROM HER VEHICLE. THE VEHICLE ACCELERATED AND THE CONSUMER CRASHED INTO A BRICK WALL. NO INJURIES WAS REPORTED. THE VEHICLE WAS TAKEN TO THE DEALER AND THE PROBLEM IS STILL UNDETERMINED. JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10107685  
**Date of Incident:** 20041209  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** FLORENCE, KY

**NHTSA Summary:**

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THE THROTTLE STUCK WIDE OPEN ON THE CAR WHEN PUT IN REVERSE, FROM A PARKED POSITION. THIS CAUSED THE CAR TO GO COMPLETELY OUT OF CONTROL, STRIKING SEVERAL OBJECTS COMING TO REST IN THE MIDDLE OF A ROAD. \*NM

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10103917  
**Date of Incident:** 20041210  
**Vehicle:** 2001 LEXUS RX300  
**Location of Incident:** SILVER SPRING, MD

**NHTSA Summary:**

VEHICLE WAS EXPERIENCING A SUDDEN ACCELERATION PROBLEM. CONSUMER WAS PARKING THE VEHICLE WHEN THE ACCELERATION BEGAN. VEHICLE HIT A BRICK PILLAR. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10113278  
**Date of Incident:** 20041212  
**Vehicle:** 2005 TOYOTA HIGHLANDER  
**Location of Incident:** BALTIMORE, MD

**NHTSA Summary:**

WHILE APPLYING THE ACCELERATOR PEDAL VEHICLE HESITATED TO ACCELERATE. DRIVER APPLIED THE ACCELERATOR PEDAL NUMEROUS TIMES AND THE VEHICLE ACCELERATED UNCONTROLLABLY. DRIVER WAS ABLE TO MAINTAIN CONTROL OF THE VEHICLE, AND DROVE IT TO THE DEALER FOR INSPECTION. MECHANIC DETERMINED THAT IT WAS NORMAL FOR THE VEHICLE TO HESITATE WHEN APPLYING THE ACCELERATOR PEDAL. \*AK \*BF \*NM

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10111310  
**Date of Incident:** 20041213  
**Vehicle:** 2001 TOYOTA CAMRY  
**Location of Incident:** NORTH OLMS TED, OH

**NHTSA Summary:**

WHILE DRIVING THE THROTTLE STUCK. THIS CAUSED THE CONSUMER TO REAR END ANOTHER VEHICLE ONE TIME. VEHICLE WAS TOWED. DEALERSHIP WAS NOTIFIED, BUT DID NOT RESOLVE THE PROBLEM. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10105974  
**Date of Incident:** 20041214  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** MT. PLEASANT, SC

**NHTSA Summary:**

ON NUMEROUS OCCASSIONS THIS CAR HAD ACCELERATED UNEXPECTEDLY WHEN PUTTING IT IN GEAR BOTH FORWARD AND REVERSE. THE LAST OCCURRENCE THE CAR SHOT FORWARD, JUMPING A LOW CURB AND HITTING A TREE. \*AK I HAD NO CONTROL OVER WHAT HAPPENED AND I AM AFRAID TO DRIVE THIS CAR ANY MORE.

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**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10113423  
**Date of Incident:** 20041215  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** JACKSON, NJ

**NHTSA Summary:**

VEHICLE HESITATED THEN LAUNCHED FORWARD BEFORE ACCELERATING. VEHICLE WAS SERVICED BY THE DEALERSHIP 3 TIMES. DEALERSHIP INDICATED TECHNICALLY THE VEHICLE WAS PERFORMING AS IT SHOULD, BUT THERE WAS A PROBLEM WITH THE NEW DRIVE BY WIRE TECHNOLOGY FOR WHICH MANUFACTURER HAD TO PROVIDE A REMEDY. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10104216  
**Date of Incident:** 20041220  
**Vehicle:** 2004 LEXUS RX330  
**Location of Incident:** PEWAUKEE, WI

**NHTSA Summary:**

I HAVE HAD TWO PROBLEMS. ONE BEING YESTERDAY I CAME OUT TO MY CAR IN THE PARKING LOT STARTED UP MY CAR AND THERE WERE NO BRAKES. HAD TO PUT CAR IN PARK TO STOP CAR. THE BRAKES WERE ROCK HARD. THEY SAID IT WAS THE BOOSTER THAT HAD TO BE REPAIRED. THE SECOND PROBLEM IS I HAD ALMOST 2 ACCIDENTS WHEN TRYING TO ACCELERATE FROM A STOP SIGN. I HIT THE GAS AND THE CAR DOESN'T GO IT LAGS AND THEN GOES. THIS HESITATION IS VERY VERY SERIOUS AND HAS ME VERY WORRIED ABOUT DRIVING WITH KIDS. I BOUGHT THIS CAR FOR THE SAFETY FEATURES AND NOW I'M SCARED TO DRIVE IT. WHAT IF MY BRAKES FAILED ON THE HIGHWAY I WAS ON? WHAT IF MY CAR LAGS IN FRONT OF A TRUCK? \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10109571  
**Date of Incident:** 20041227  
**Vehicle:** 2004 TOYOTA AVALON  
**Location of Incident:** FOREST HILL, MD

**NHTSA Summary:**

WHILE DRIVING IN STOP AND GO TRAFFIC THE VEHICLE'S ENGINE REVVED UP AND THE VEHICLE ACCELERATED FORWARD INTO ANOTHER VEHICLE. \*NM THE RPM REACHED 7000. THE CONSUMER STATED THAT THIS MARKS THE FOURTH TIME THIS VEHICLE HAS HAD THIS ISSUE. THE CONSUMER REFERENCED 10099310. HEAVY SMOKE CAME FROM THE FRONT OF THE VEHICLE AFTER THE CRASH. THE CONSUMER HAD TO TURN THE KEY TO THE OFF POSITION TO STOP THE ENGINE FROM RACING. \*TC \*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10105622  
**Date of Incident:** 20041230  
**Vehicle:** 2001 TOYOTA CAMRY  
**Location of Incident:** LAKEWOOD, NJ

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**NHTSA Summary:**

PULLING INTO A PARKING SPACE THE CAR SUDDENLY ACCELERATED AND DID NOT STOP UNTIL IT CRASHED INTO TWO PORCHES. THERE IS NO QUESTION THAT THE CAR WAS ALREADY SLOWING DOWN BECAUSE THE CAR WAS PULLING INTO A PARKING SLOT. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10104793  
**Date of Incident:** 20041230  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** ORLANDO, FL

**NHTSA Summary:**

WENT TO DRIVE 2003 TOYOTA CAMRY XLE OUT OF THE GARAGE. STARTED THE CAR TRIED TO PUT IN REVERSE AND GEAR SHIFT WOULD NOT MOVE OUT OF PARK, THE MOTOR STARTED RACING DURING THIS TIME. TURNED OFF CAR GOT OUT OF CAR TO WAIT TILL LATER TO RUN ERRAND AND DECIDED TO TRY ONE MORE TIME. START CAR AGAIN TRIED TO PUT IN REVERSE. IT SUCCEEDED THIS TIME BUT THE CAR ACCELERATED OUT OF THE GARAGE RAPIDLY W/OUT MY ASSISTANCE. DAMAGING SEVERAL ITEMS ON ITS WAY OUT OF THE GARAGE. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10113721  
**Date of Incident:** 20041230  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** SILVER SPRING, MD

**NHTSA Summary:**

WHILE PARKING HIS 2004 TOYOTA CAMRY THE VEHICLE ACCELERATED SUDDENLY AND HIT A PARKED CAR. \*NM WHEN TURNING SHARPLY TO THE RIGHT THE VEHICLE FELT AS IF IT WERE GOING TO FLIP. SHIFTING GEARS WERE NOT SMOOTH, THE BRAKE PEDAL FELT SOFT AND WOULD GO TO THE FLOOR AND THERE WAS AN ERRATIC EFFECT WHEN CHANGING THE RADIO STATIONS. \*SC \*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10147059  
**Date of Incident:** 20050104  
**Vehicle:** 2005 SCION XB  
**Location of Incident:** EL PASO, TX

**NHTSA Summary:**

ON 4 JAN 2006, MY DAUGHTER WAS DRIVING A TOYOTA SCION XB, 2005. SHE ATTEMPTED TO STOP BEHIND A VEHICLE THAT HAS STOPPED AT A YIELD SIGN. SHE COULD NOT STOP BECAUSE THE THROTTLE HAD STUCK. SHE RAN INTO ANOTHER VEHICLE, DAMAGING HER FRONT END. \*NM

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10109283  
**Date of Incident:** 20050105  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** BRONX, NY

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**NHTSA Summary:**  
WHILE DRIVING AT 35 MPH VEHICLE ACCELERATED WITHOUT WARNING. WHEN APPLYING THE BRAKES VEHICLE ACCELERATED EVEN MORE. AS A RESULT, THE VEHICLE COLLIDED INTO TWO PARKED CARS AND A BRICK WALL. DRIVER SUSTAINED HEAD INJURIES. \*AK THE CONSUMER RECEIVED A CHECK 18,636.18 IN FULL PAYMENT FOR AUTO LOSS. WHEN THE CONSUMER PRESSED THE GAS PEDAL THE RPM'S WERE HIGH. ONE AIRBAG DEPLOYED. \*TC  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10107442  
**Date of Incident:** 20050113  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** NEW BERLIN, WI

**NHTSA Summary:**  
WHEN DISENGAGING THE VEHICLE FROM PARK THE VEHICLE ACCELERATES WITHOUT WARNING. NO IMPACT REPORTED. THE CAUSE HAS YET TO BE DETERMINED. PLEASE PROVIDE ADDITIONAL INFORMATION. \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10106511  
**Date of Incident:** 20050117  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** LITTLE ELM, TX

**NHTSA Summary:**  
WHILE PULLING INTO A PET STORE PARKING LOT, THE VEHICLE SUDDENLY ACCELERATED UNCONTROLLABLY CAUSING ME TO CRASH INTO A RETAINING WALL IN FRONT OF THE STORE. THERE WERE PREVIOUS INCIDENTS INVOLVING THE ACCELERATION OF THE VEHICLE IN THE HOUR IMMEDIATELY BEFORE THE CRASH OCCURRED. \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10108516  
**Date of Incident:** 20050117  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** LARGO, FL

**NHTSA Summary:**  
WHEN ATTEMPTING TO ACCELERATE THE VEHICLE HESITATED, THEN SURGED FORWARD WITHOUT WARNING. NO IMPACT REPORTED. PLEASE PROVIDE ADDITIONAL INFORMATION. \*JB VEHICLE SURGES EVEN WHEN VEHICLE IS AT A COMPLETE STOP. NO COLLISION SO FAR. \*TT  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10108992  
**Date of Incident:** 20050125  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** SMYRNA, GA

**NHTSA Summary:**

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Toyota Sudden Unintended Acceleration: Appendix A

WHILE THE DRIVER'S FOOT WAS ON THE BRAKE PEDAL VEHICLE SUDDENLY ACCELERATED UNCONTROLLABLY APPLIED THE BRAKE PEDAL NUMEROUS TIMES AND THE VEHICLE CONTINUED TO ACCELERATE. DRIVER WAS ABLE TO MAINTAIN CONTROL OF THE VEHICLE, AND PULLED OVER. THE VEHICLE WAS TAKEN TO THE DEALER FOR INSPECTION. THE CAUSE HAS NOT BEEN DETERMINED.\*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10119317  
**Date of Incident:** 20050128  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** DAYTON, TN

**NHTSA Summary:**  
CONSUMER COMPLAINED ABOUT A SUDDEN ACCELERATION PROBLEM. WHILE DRIVING AT APPROXIMATELY 10 MPH AND APPROACHING A TRAFFIC LIGHT THE ACCELERATOR PEDAL STUCK, CAUSING THE VEHICLE TO ACCELERATE WITHOUT WARNING, AND HITTING A GUARD RAIL. UPON IMPACT, AIR BAGS FAILED TO DEPLOY. THE VEHICLE WAS TOTALED. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10138785  
**Date of Incident:** 20050201  
**Vehicle:** 2005 LEXUS ES  
**Location of Incident:** ATLANTA, GA

**NHTSA Summary:**  
DT: THE CONTACT OWNS A 2005 LEXUS ES330. THE CONTACT STATED THAT UPON ACCELERATION AFTER SLOWING DOWN THE VEHICLE WILL SURGE FORWARD. THE DEALERSHIP REPLACED A TRANSMISSION CHIP THAT WAS RECOGNIZED IN A TECHNICAL SERVICE BULLETIN. THE PROBLEM DIMINISHED FOR A WHILE, BUT THE CORRECTION DID NOT REMEDY THE PROBLEM. THE CONTACT STATED THAT THIS DID NOT HAPPEN EVERY TIME WHILE DRIVING THE VEHICLE, BUT ENOUGH TIMES TO CAUSE THE CONTACT TO BE CONCERNED ABOUT THE VEHICLE. THE MANUFACTURER STATED THAT THEY WERE DECLINING TO OFFER ADDITIONAL ASSISTANCE BECAUSE THE VEHICLE WAS PERFORMING UNDER NORMAL OPERATING CHARACTERISTICS FOR A VEHICLE WITH ECTI. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10111771  
**Date of Incident:** 20050202  
**Vehicle:** 2000 TOYOTA SIENNA  
**Location of Incident:** EDISON, NJ

**NHTSA Summary:**  
WHILE TRAVELING 50 MPH SUDDENLY THE VEHICLE ACCELERATED TO 80 MPH, RESULTING IN A CRASH AND A ROLL OVER. THE CONSUMER WAS NOT INJURED IN THE COLLISION. \*AK \*SC \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10117285

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Toyota Sudden Unintended Acceleration: Appendix A

**Date of Incident:** 20050207  
**Vehicle:** 2004 LEXUS RX330  
**Location of Incident:** BOSTON, MA

**NHTSA Summary:**  
THE ACCELERATOR STUCK, AND CONSUMER WAS NOT ABLE TO STOP THE VEHICLE. CONSUMER LEFT THE VEHICLE, AND CONTACTED THE MANUFACTURER. THEY HAD THE VEHICLE TOWED, SUPPOSEDLY REPAIRED, BUT CONSUMER WAS NOT SATISFIED.\*AK BECAUSE CONSUMER HAVE NO BRAKEBRAKES HE HAD TO USE THE EMERGENCY BRAKE WHICH SLOWED THE CAR DOWN ENOUGH TO PUT IT IN PARK WHILE MOVING, THEN HE SHUT OFF THE IGNITION. THIS VEHICLE CAME WITH NO CLIPS ON THE KICK PANEL. \*BF  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10118155  
**Date of Incident:** 20050212  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** DARNESTOWN, MD

**NHTSA Summary:**  
WHILE MY WIFE AND I WERE AT A COMPLETE STOP IN A LINE OF TRAFFIC, OUR ELEVEN MONTH-OLD CAMRY LE SUDDENLY ACCELERATED UNEXPECTEDLY AND WITHOUT WARNING WHILE MY FOOT WAS SQUARELY AND FIRMLY ON THE BRAKE PEDAL. WITHIN A FEW SECONDS: A) THE CAR VIOLENTLY LURCHED FORWARD, AND I INSTINCTIVELY PRESSED HARDER ON THE BRAKE TO KEEP FROM PLOWING INTO THE LINE OF VEHICLES IN FRONT OF ME; B) WE HEARD THE ENGINE ACCELERATING; AND, C) I CHECKED THE TACHOMETER AND OBSERVED IT STEADILY INCREASING FROM A NORMAL IDLE SPEED TO ALMOST THE MAXIMUM. I MAINTAINED CONTROL OF THE VEHICLE AND PREVENTED THE ENGINE SPEED FROM CONTINUING TO ITS PEAK BY QUICKLY SHIFTING THE CAR INTO PARK AND TURNING IT OFF. AFTER APPROXIMATELY 20-30 SECONDS I RESTARTED THE CAR, AND THE IDLE WAS ONCE AGAIN NORMAL. I DROVE THE CAR TO THE NEAREST DEALERSHIP APPROXIMATELY 3 BLOCKS AWAY. THE CAR HAS NOW BEEN IN THE POSSESSION OF THE TOYOTA DEALER FOR OVER TWO MONTHS, AND THEIR MECHANICS HAVE BEEN UNABLE TO REPLICATE THE EVENT OR FIND ANY RECORD OF THE INCIDENT IN THE ON-BOARD COMPUTER.\*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10120992  
**Date of Incident:** 20050215  
**Vehicle:** 2004 TOYOTA HIGHLANDER  
**Location of Incident:** HARRISBURG, PA

**NHTSA Summary:**  
DT: 2004 TOYOTA HIGHLANDER WITH HESITATION PROBLEM. FOR EXAMPLE, WHEN ENTERING INTERSTATE AND NEED TO ACCELERATE, IT HESITATES THEN QUICKLY JOLTS. TAKEN TO DEALER WHO SAID THERE IS NOTHING THEY CAN DO. EXPLAINED VEHICLE HAS AN ELECTRIC THROTTLE CONTROL AND IS NOT CONTROLLED BY A THROTTLE CABLE AS PART OF FEDERAL EMISSIONS REGULATION. THIS MAKES CHANGING GEARS A LITTLE LONGER TO DO SINCE THE THROTTLE DOES NOT OPEN ALL THE WAY OUT. \*TT  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10113075  
**Date of Incident:** 20050215

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Toyota Sudden Unintended Acceleration: Appendix A

**Vehicle:** 2003 TOYOTA SIENNA  
**Location of Incident:** EDISON, NJ

**NHTSA Summary:**  
THE VEHICLE ACCELERATED TO 85 MPH, WHILE ON THE HIGHWAY. THE CONSUMER PASSED SEVERAL VEHICLES, CHANGING LANES, TO AVOID A COLLISION. THE CONSUMER PROCEEDED TO STRIKE A CONCRETE BARRIER. NO INJURIES WERE SUSTAINED. \*NM  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10113504  
**Date of Incident:** 20050216  
**Vehicle:** 2001 TOYOTA CAMRY  
**Location of Incident:** WATERTOWN, NY

**NHTSA Summary:**  
WHILE DRIVING 31 MPH THE STEERING VEERED TO THE RIGHT AND THE VEHICLE ACCELERATED WITHOUT WARNING. AS A RESULT THE CONSUMER LOST CONTROL OF THE VEHICLE AND COLLIDED INTO A TREE. NO INJURIES REPORTED. THE CAUSE HAD NOT BEEN DETERMINED. PLEASE PROVIDE ADDITIONAL INFORMATION. \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10111852  
**Date of Incident:** 20050217  
**Vehicle:** 2001 TOYOTA COROLLA  
**Location of Incident:** FLORENCE, SC

**NHTSA Summary:**  
WE WERE TRAVELING FROM TX TO SC USING CRUISE CONTROL (CC) ON MY 2001 TOYOTA COROLLA LE. HEAT WAS NOTED ON THE CC SWITCH ON 2/16/05. ON 2/17/2005 THE CRUISE CONTROL WAS ENGAGED AT 75 MPH. THE CC FAILED TO DISENGAGE WHEN BRAKES WERE APPLIED; CC FAILED TO DISENGAGE AT THE SWITCH. THE ACCELERATION WOULD NOT STOP DESPITE BRAKE APPLICATION. THE TRANSMISSION SELECTOR WAS PUT INTO NEUTRAL AND THE CAR WAS STOPPED WITH FOOT AND EMERGENCY BRAKES THE ENGINE CONTINUED TO RACE AT HIGH RPM'S UNTIL THE ENGINE WAS TURNED OFF. AN I-10 ALABAMA LAW ENFORCEMENT AGENT DISABLED THE CC BY REMOVING THE CC FUSE DISCONNECTING SOMETHING AT THE THROTTLE BODY. THIS INCIDENT NEARLY CAUSED A HIGH SPEED COLLISION. THE COROLLA 1NXBR12E52534307 WILL BE SERVICED AT THE TOYOTA DEALERSHIP IN FLORENCE, SC.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10112859  
**Date of Incident:** 20050219  
**Vehicle:** 2000 TOYOTA SIENNA  
**Location of Incident:** NASHVILLE, TN

**NHTSA Summary:**  
THE VEHICLE ACCELERATED WHILE DRIVING IN THE NEIGHBORHOOD. THE BRAKE WAS ON AND THE VEHICLE WENT TO 40 MPH. CONSUMER WAS ABLE TO STOP BY SHIFTING INTO PARK, APPLYING THE EMERGENCY BRAKE, AND TURNING THE KEY OFF.\*AK  
**Additional Summary:**

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Toyota Sudden Unintended Acceleration: Appendix A

**Toyota ID No:**  
**NHTSA ODI No:** 10112616  
**Date of Incident:** 20050223  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** SYLMAR, CA  
**NHTSA Summary:**  
TWO EPISODES OF SPONTANEOUS ACCELERATION. EPISODE ONE ON OR ABOUT AUGUST 17, 2004, WHILE PULLING PAST A VEHICLE ON A FREEWAY, THE CAR DID NOT SLOW WHEN ACCELERATOR PRESSURE WAS RELEASED AND REQUIRED MULTIPLE PEDAL DEPRESSIONS TO OBTAIN CONTROL. THE SECOND EPISODE IS DESCRIBED BELOW. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10113380  
**Date of Incident:** 20050224  
**Vehicle:** 2002 TOYOTA SIENNA  
**Location of Incident:** VINELAND, NJ  
**NHTSA Summary:**  
WHILE PULLING INTO A PARKING SPACE VEHICLE ACCELERATED. AS A RESULT, VEHICLE JUMPED THE CURB AND CRASHED INTO A STORE WINDOW. NO INJURIES REPORTED. \*AK \*BF \*NM  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10124898  
**Date of Incident:** 20050228  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** BURBANK, CA  
**NHTSA Summary:**  
DT: WHEN CONSUMER'S WIFE WAS BACKING THE VEHICLE INTO THE DRIVEWAY IT ACCELERATED ON ITS OWN. CONSUMER TOOK VEHICLE TO THE DEALER WHO DETERMINED THAT NOTHING WAS WRONG WITH THE VEHICLE. \*AK \*NM  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10145345  
**Date of Incident:** 20050301  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** SPOKANE, WA  
**NHTSA Summary:**  
2003 CAMRY WAS INVOLVED IN 2 ACCIDENTS IN WHICH THE VEHICLE SURGED FORWARD. \*TS THE ELECTRONIC PART FOR THE ACCELERATOR WAS REPLACED AT THE DEALER AFTER EACH ACCIDENT. \*NM  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10113240  
**Date of Incident:** 20050301  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** SYLMAR, CA  
**NHTSA Summary:**

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*Toyota Sudden Unintended Acceleration: Appendix A*

WHILE DRIVING ABOUT 30 MPH DRIVER PRESSED ON THE ACCELERATOR IN ORDER TO PASS A VEHICLE ON THE RIGHT HAND SIDE. THE VEHICLE REFUSED TO ACCELERATE WHEN PEDAL WAS APPLIED, AND FINALLY ACCELERATED AFTER A FEW SECONDS. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10117289  
**Date of Incident:** 20050316  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** EL CERRITO, CA  
**NHTSA Summary:**  
WHILE DRIVING THE CONSUMER'S VEHICLE SUDDENLY ACCELERATED WITHOUT WARNING. THE CONSUMER HIT THE BRAKE PEDAL BUT IT WENT DOWN TOT HE FLOOR AND THE VEHICLE DID NOT STOP. JUST AS QUICKLY AS THE VEHICLE STARTED ACCELERATING IT STOPPED. THE VEHICLE WAS TOWED TOT EH DEALER BUT HEY WERE UNABLE TO FIND ANYTHING WRONG. \*AK \*NM  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10134576  
**Date of Incident:** 20050318  
**Vehicle:** 2005 LEXUS ES330  
**Location of Incident:** EAST HAMPTON, NY  
**NHTSA Summary:**  
DT: THE CAR IS 2005 LEXUS ES 330. WHEN ENTERING THE EXPRESSWAY AT LOW SPEEDS UNDER 10 MPH AND ATTEMPTING TO ACCELERATE TO MERGE WITH ONCOMING TRAFFIC THERE WAS A HESITATION OF ONE SECOND OR MORE WHERE NOTHING HAPPENS. THEN SUDDENLY THE CAR SURGED OUT OF CONTROL. TOOK VEHICLE TO THE DEALER, E AND DEALER SAID THIS WAS NORMAL, AND WAS FUNCTIONING THE WAY IT SHOULD FUNCTION. THE DEALER MADE AN ADJUSTMENT, BUT CONSUMER DID NOT KNOW ON WHAT THE ADJUSTMENT WAS PERFORMED ON. NO REPLACEMENTS, BUT AFTERWARDS, THE ADJUSTMENT DID NOT CORRECT THE PROBLEM. CONSUMER HAS NOT CONTACTED LEXUS AT THIS TIME. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10116560  
**Date of Incident:** 20050321  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** BREA, CA  
**NHTSA Summary:**  
WHEN ATTEMPTING TO LEAVE PARKING SPACE MY 2004 CAMERY V6 WITH BRAKE DEPRESSED CAR CAR ACCELERATED WITH VERY HIGH RPM. COULD NOT STOP THE CAR HITTING A GMC TRUCK. WHEN CAR COULD NOT MOVE THE TRUCK IT STOPPED DROVE HOME WITH NO PROBLEM. CALLED DEALER THEY STATED IF THE CAR WAS NOT HAVING THE PROBLEM NOW THEY COULDN'T FIX IT. AFTER DRIVING IT MY HUSBAND HAD THE SAME PROBLEM, WE TOOK IT TO THE DEALER AND DIDN'T WANT THE CAR BACK UNTIL THE PROBLEM WAS CORRECTED. DEALER COULD NOT DUPLICATE PROBLEM. RETURNED CAR AFTER STATING THEY WOULD START FILE. \*AK  
**Additional Summary:**

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*Toyota Sudden Unintended Acceleration: Appendix A*

THE VEHICLE SUDDENLY ACCELERATED UNCONTROLLABLY. DRIVER WAS ABLE TO MAINTAIN CONTROL OF VEHICLE, AND PULLED OVER. THEN, TURNED VEHICLE OFF. TOOK VEHICLE TO THE DEALER, BUT MECHANIC COULD NOT DUPLICATE THE PROBLEM. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10119774  
**Date of Incident:** 20050301  
**Vehicle:** 2001 LEXUS IS300  
**Location of Incident:** HUNTINGTON STATION, NY  
**NHTSA Summary:**  
SINCE I HAVE OWNED THE VEHICLE, I HAVE HAD TWO INCIDENTS, WHICH BOTH OCCURED RANDOMLY WITH NO PRIOR ENGINE PROBLEMS OR INDICATIONS OF ISSUES WITH THE CAR, IN WHICH AS I WAS ACCELERATING, THE GAS PEDAL WOULD CONTINUE TO PRESS DOWN AND PIN ITSELF TO THE FLOOR. BOTH TIMES, THE GAS PEDAL WAS LITERALLY STUCK TO THE FLOOR AND NOT ABLE TO BE LOOSENED. THE FIRST TIME IT OCCURED, I PULLED THE EMERGENCY BRAKE AND JAMMED ON MY BRAKE PEDAL UNTIL THE GAS PEDAL POPPED BACK UP AFTER ABOUT A MINUTE PINNED TO THE GROUND. THE SECOND TIME, I LUCKILY HAD SOMEONE WITH ME WHO INSTRUCTED ME TO PUT THE CAR IN NEUTRAL AND QUICKLY TURN OFF THE ENGINE ONE CLICK SO THAT I COULD BRAKE AND STEER MYSELF TO SAFETY. THANK GOD NO ONE WAS INJURED IN THESE INCIDENTS, BUT BOTH OCCURENCES COULD HAVE BEEN HORRIBLE ACCIDENTS. THE CAR IS A 2001 LEXUS IS 300. MILEAGE AT TIME OF INCIDENTS: 1ST INCIDENT-ABOUT 65-70,000 MILES. 2ND INCIDENT-ABOUT 80-85,000 MILES. BOTH INCIDENTS OCCURED WITHIN ABOUT 2-4 MONTHS OF EACH OTHER AND THE LAST INCIDENT FROM TODAY WOULD HAVE OCCURED ABOUT 1 1/2-3 MONTHS AGO. I HAVE ONLY OWNED THE CAR SINCE OCTOBER 2003. I DO NOT KNOW THE PREVIOUS OWNER OR IF THERE WERE ANY OF THESE INCIDENTS REPORTED BEFORE MY OWNERSHIP OF THE VEHICLE, AND THE VEHICLE WAS NOT PURCHASED FROM A LEXUS CERTIFIED PRE-OWNED VEHICLE LOT. I DO HAVE A SCHEDULED APPOINTMENT WITH MY LOCAL LEXUS DEALER COMING UP THIS MONTH.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10115824  
**Date of Incident:** 20050311  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** POMPANO BEACH, FL  
**NHTSA Summary:**  
CONSUMER COMPLAINED ABOUT SUDDEN ACCELERATION ABOUT 5 TIMES. CONSUMER HAS TO STEP ON THE BRAKE SEVERAL TIMES IN ORDER TO SLOW THE VEHICLE DOWN. \*AK \*BF  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10115243  
**Date of Incident:** 20050313  
**Vehicle:** 2005 TOYOTA HIGHLANDER  
**Location of Incident:** WHITE PLAINS, NY  
**NHTSA Summary:**

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*Toyota Sudden Unintended Acceleration: Appendix A*

**Toyota ID No:**  
**NHTSA ODI No:** 10117275  
**Date of Incident:** 20050325  
**Vehicle:** 2005 TOYOTA SIENNA  
**Location of Incident:** NEWBURGH, IN  
**NHTSA Summary:**  
WHILE PULLING INTO THE GARAGE VEHICLE SUDDENLY AND UNEXPECTEDLY ACCELERATED AND LURCHED FORWARD THROUGH THE GARAGE WALL INTO THE DINING ROOM OF CONSUMER'S HOME. VEHICLE WAS TOWED TO THE DEALER. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10116409  
**Date of Incident:** 20050326  
**Vehicle:** 2004 TOYOTA MATRIX  
**Location of Incident:** HERNDON, VA  
**NHTSA Summary:**  
MY 2004 TOYOTA MATRIX HAS EXPERIENCED SUDDEN ACCELERATION WHILE MY FOOT WAS ON THE BRAKE SEVERAL TIMES SINCE I HAVE PURCHASED IT; I HAVE ALWAYS BEEN ABLE TO STOP THE CAR FROM MOVING FORWARD BY FURTHER DEPRESSING THE BRAKE. BUT ON SATURDAY MARCH 26 WHILE AT A STOP SIGN, THE SUDDEN ACCELERATION HAPPENED AGAIN AND I WAS UNABLE TO IMMEDIATELY STOP MY CAR FROM LURCHING FORWARD. IT MOVED SEVERAL INCS INTO ONCOMING (PERPENDICULAR) TRAFFIC BEFORE I FINALLY THREW IT INTO PARK AND PULLED THE EMERGENCY BRAKE TO STOP IT. NO ACCIDENT OCCURED BUT IT CAME CLOSE, AND I HAD MY TODDLER IN THE BACK SEAT, SO I CONSIDER THIS A SERIOUS MATTER. I TOOK IT TO MY DEALERSHIP (OURISMAN TOYOTA IN CHANTILLY, VA) THAT MONDAY, AND THEY KEPT IT FOR TWO DAYS. THEY RAN ALL DIAGNOSTIC TESTS POSSIBLE AND FOUND NO PROBLEM. NOTHING WAS FIXED BECAUSE NO TEST SHOWED A PROBLEM BUT I AM SCARED TO DRIVE MY CAR -- THE SUDDEN ACCELERATION HAPPENS ONLY RANDOMLY AND CANNOT BE PREDICTED. I DRIVE WITH ONLY ONE FOOT SO THIS IS NOT A CASE OF TWO-FOOTED DRIVING AND ACCIDENTAALLY STEPPING ON THE ACCELERATOR. IN EACH CASE MY FOOT WAS OFF THE ACCELERATOR AND ON THE BRAKE. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10117084  
**Date of Incident:** 20050329  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** TEMPE, AZ  
**NHTSA Summary:**  
VEHICLE WAS RUNNING WHILE THE DRIVER WAS SITTING INSIDE OF THE PARKING LOT. VEHICLE SUDDENLY ACCELERATED UNCONTROLLABLY. DRIVER APPLIED THE BRAKES AND THE PEDAL WENT TO THE FLOOR. DRIVER WAS UNABLE TO MAINTAIN CONTROL OF THE VEHICLE AND IT CRASHED INTO A BRICK WALL. UPON IMPACT, BOTH AIR BAGS DID NOT DEPLOY. NO INJURIES REPORTED. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10285997  
**Date of Incident:** 20050401  
**Vehicle:** 2005 TOYOTA HIGHLANDER  
**NHTSA Summary:**

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*Toyota Sudden Unintended Acceleration: Appendix A*

Location of Incident: MANASSAS, VA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2005 TOYOTA HIGHLANDER. WHILE DRIVING 53 MPH SHE EXPERIENCED UNINTENDED VEHICLE ACCELERATION. SHE WAS ABLE TO DECELERATE. THE VEHICLE WAS TOWED TO THE DEALER, AND A TECHNICIAN CONCLUDED THAT THE PLASTIC PANEL BEHIND THE AIR CONDITIONING SYSTEM FELL OFF AND SUBSEQUENTLY FELL BETWEEN THE ACCELERATOR PEDAL, WHICH CAUSED THE PEDAL TO STICK. THE FAILURE AND CURRENT MILEAGES WERE 23,000.

**Additional Summary:**

Toyota ID No:

NHTSA ODI No: 10116280

Date of Incident: 20050402

Vehicle: 2002 TOYOTA CAMRY

Location of Incident: ROSEVILLE, CA

**NHTSA Summary:**

I WAS TURNING INTO THE PARKING AREA AT MY COMPLEX I ATTEMPTED TO SLOW DOWN AND APPLIED THE BRAKES AS I NORMALLY WOULD TO TURN INTO MY PARKING SPACE. AS I STARTED TO BRAKE, THE CAR STARTED TO ACCELERATE. I MADE A CONSCIOUS EFFORT TO LIFT MY FOOT OFF BOTH PEDALS TO BE SURE I WAS NOT PRESSING THE ACCELERATOR INSTEAD OF THE BRAKE. THE VEHICLE KEPT ACCELERATING. I IMMEDIATELY STARTED TO APPLY THE BRAKE, WHICH DID NOT SLOW THE VEHICLE. WHEN I REALIZED THAT I WAS NOT SLOWING DOWN, I ABORTED THE TURN INTO THE PARKING SPACE AND STRAIGHTENED OUT THE VEHICLE TO AVOID HITTING OTHER PARK CARS AND TO GIVE MORE TIME AND DISTANCE TO SAFELY BRAKE. THE VEHICLE WOULD NOT SLOW, AND KEPT ACCELERATING, CAUSING IT TO GO UP AND OVER THE CONCRETE CURB/SIDEWALK, AND RIGHT INTO A SET OF STAIRS AT THE COMPLEX. NO ONE WAS INJURED, MYSELF INCLUDED, BUT THE STAIRCASE, NEEDLESS TO SAY, IS DEMOLISHED, AS IS THE ENTIRE FRONT END OF MY CAMRY. VEHICLE IS AT BODY SHOP AS OF NOW, NO ASSESSMENT HAS BEEN DONE. I DID, HOWEVER, EARLIER THIS EVENING SIMPLY LOG ONTO GOOGLE WHERE I TYPED IN "TOYOTA CAMRY ACCELERATOR STICKING" AND CAME UP WITH THE FOLLOWING LINK: HTTP://SUBSCRIPT.BNA.COM/SAMPLES/PLD.NSF/0/33A2947408D24D5185256E5300035CAC?OP=ENDOCUMENT.\*AK

**Additional Summary:**

Toyota ID No:

NHTSA ODI No: 10117472

Date of Incident: 20050403

Vehicle: 2002 TOYOTA CAMRY

Location of Incident: CHARLOTTE, NC

**NHTSA Summary:**

AFTER THE VEHICLE WAS PULLED THROUGH THE CAR WASH WHILE IDLING THE ATTENDANT MOTIONED THE CONSUMER TO DRIVE THE VEHICLE OUT OF THE CAR WASH. CONSUMER SHIFTED VEHICLE INTO DRIVE AND IT SUDDENLY AND UNEXPECTEDLY ACCELERATED AND LURCHED FORWARD AT HIGH SPEED AND HIT A TREE BEFORE STOPPING. CONSUMER AND PASSENGER SUSTAINED MINOR INJURIES TO THE BODY, BUT THEY DECLINED TRANSPORTATION TO THE LOCAL HOSPITAL. MANUFACTURER AND THE DEALER WERE NOTIFIED.\*AK

**Additional Summary:**

Toyota ID No:

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Toyota Sudden Unintended Acceleration: Appendix A

NHTSA ODI No: 10144638

Date of Incident: 20050409

Vehicle: 2002 TOYOTA TUNDRA

Location of Incident: LANCASTER, KY

**NHTSA Summary:**

DT: THE CONTACT STATES THE ENGINE SURGED WHEN PULLING OUT FROM A STOP POSITION. AS SOON AS IR ACCELERATED IT SURGED FORWARD. THE ACCELERATION WAS MORE THAN EXPECTED BASED ON THE PRESSURE BEING APPLIED TO THE GAS PEDAL. THE DEALERSHIP SERVICED THE VEHICLE FIVE TIMES, INCLUDING LUBRICATING THE ENTIRE ACCELERATION SYSTEM, AND COULD NOT DIAGNOSE OR DUPLICATE THE PROBLEM.\*AK

**Additional Summary:**

Toyota ID No:

NHTSA ODI No: 10117998

Date of Incident: 20050412

Vehicle: 2003 TOYOTA CAMRY

Location of Incident: GRANDVILLE, MI

**NHTSA Summary:**

I PULLED INTO A BUSINESS PARKING LOT AND CAME TO A COMPLETE STOP, SHIFTED INTO REVERSE, TOOK MY FOOT OFF THE BRAKE, SLIGHTLY TOUCHED THE ACCELERATOR, REMOVED MY FOOT FROM THE ACCELERATOR AND THE CAR SUDDENLY ACCELERATED RAPIDLY ON ITS OWN. I FIRMLY APPLIED THE BRAKE TO STOP BUT THE CAR CONTINUED TO ACCELERATE. THE ACTION OF THE BRAKES LEFT A LONG PATCH OF RUBBER, BUT DID NOT SLOW THE CAR. AFTER STRIKING AN SUV, MOVING IT OUT OF THE WAY AND INTO ANOTHER CAR, THE CAR CONTINUED TO ACCELERATE UNTIL IT WAS STOPPED BY A METAL LIGHT POLE. THE CAR HAS YET TO BE EXAMINED BY A TOYOTA DEALERSHIP.\*AK

**Additional Summary:**

Toyota ID No:

NHTSA ODI No: 10145363

Date of Incident: 20050413

Vehicle: 2005 LEXUS LS430

Location of Incident: CHERRY HILL, NJ

**NHTSA Summary:**

THE CONSUMER EXPERIENCED SUDDEN ACCELERATION IN HER 2005 LEXUS LS 430 WHILE PULLING INTO A PARKING LOT.\*NM THE CONSUMER DOESNT THINK THE AIR BAG INFLATED ALL THE WAY BECAUSE HER NOISE HIT THE STEERING WHEEL. HER RIGHT SHIN SMASHED INTO THE DASHBOARD WHICH RESULTED IN A VERY LARGE HEMATOMA ON HER RIGHT SHIN. SMOKE STARTED COMING OUT OF THE STEERING COLUMN AND SOON AFTER FLAME COULD BE SEEN THROUGH THE HEAVY SMOKE. THE FIRE WAS EXTINGUISHED BY THE FIRE DEPT. IT TOOK 6 1/2 FOR THE VEHICLE TO BE REPAIRED. THE CONSUMER REQUEST THAT THE MANUFACTURER REIMBURSE HER FOR HER MEDICAL BILLS, RENTAL PAYMENTS, LEASE PAYMENTS AND AMOUNT PAID TO LAWYER.\*NM

**Additional Summary:**

Toyota ID No:

NHTSA ODI No: 10132724

Date of Incident: 20050419

Vehicle: 2003 TOYOTA AVALON

Location of Incident: BARTLESVILLE, OK

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**NHTSA Summary:**

2003, TOYOTA AVALON, BACKING UP, SUDDEN ACCELERATION, POLE STOPPED CAR, BRAKES DIDNT STOP RACING ENGINE, PUT CAR IN DRIVE, SHOT FORWARD INTO GOLF COURSE, BRAKES WOULDNT WORK, PUT CAR IN PARK, DIDNT STOP CAR, HIT TREES, UTILITY POLE, TRIED TO STEER, LITTLE OR NO RESPONSE, TURNED KEY OFF, CAR FINALLY STOPPED, CAR TOTALED, AIRBAGS DID NOT DEPLOY, SEAT BELT ON, BUT IMPACT MADE HEAD HIT LEFT SIDE OF WINDSHIELD, RECEIVED CONCUSSION, OVERNIGHT HOSPITAL STAY. REPORTED TO TOYOTA, THEY WANTED CAR, WE REFUSED TO LET THEM HAVE IT. TOYOTA SENT INSPECTOR HE REFUSED TO OPEN HOOD, OR PUT AUTO ON HOIST TO EXAMINE, REFUSED TO EXAMINE, JUST TOOK PICTURES. THEN TOYOTA ATTORNEY SENT LETTER SAYING THEY COULDNT SEE FROM THEIR EXAMINATION THAT THE CAR FAILED. HAD 3 WITNESSES THAT TOYOTA INSPECTOR REFUSED TO INSPECT CAR. MY AUTOMOBILE INSURANCE TOTALED AUTO AND SETTLED, THEY TOOK AUTO.\*JB

**Additional Summary:**

Toyota ID No:

NHTSA ODI No: 10124459

Date of Incident: 20050420

Vehicle: 2003 TOYOTA CAMRY

Location of Incident: GRESHAM, OR

**NHTSA Summary:**

DT: CONSUMER STATES THAT THE VEHICLE TAKES OFF BY ITSELF. THIS CAN HAPPEN WHILE AT A TRAFFIC LIGHT WITH FOOT ON BRAKE. AT ONE TIME CONSUMER WAS PUTTING THE CAR ON PLANKS TO CHANGE OIL AND THE VEHICLE ACCELERATED, AND HIT CONSUMER'S SPOUSE, WHO SUSTAINED INJURIES.\*AK

**Additional Summary:**

Toyota ID No:

NHTSA ODI No: 10126249

Date of Incident: 20050505

Vehicle: 2005 TOYOTA CAMRY

Location of Incident: BRIDGEPORT, WV

**NHTSA Summary:**

NEW VEHICLE DRIVEN 108 MILES. THE ONLY PROBLEMS NOTICES WAS THE RADIO WOULD TURN ITSELF ON WHEN HITTING A SLIGHT BUMP IN THE ROAD. CRUISE CONTROL LIGHT DID NOT GO OFF WHEN BRAKES WERE ENGAGED, BUT WOULD DISCONNECT CRUISE CONTROL. WAS PARKING IN A MALL PARKING LOT PARRALL TO ACCESS ROAD. SPEED NO MORE THAN 1 OR 2 MPH. FRONT WHEEL DROPPED INTO HOLE. THE ACCELERATOR CAUSED THE CAR TO LURCH FORWARD. APPLIED BRAKES BUT WAS UNABLE TO KEEP CAR FROM MOVING FORWARD AT A SLOW SPEED OF 5 MPH. TURNED RIGHT, TO AVOID STRIKING HANDICAP PARKING SIGN, INTO THE PATH OF A PICKUP TRUCK TRAVELING ON MALL ACCESS ROAD. STRUCK TRUCK AND CONTINUED FORWARD TOWARD PEDESTRIANS ON SIDEWALK. MANAGED TO AVOID THEM AND THE ENGINE STOPPED AT THAT POINT. I APPLIED THE BRAKE SO HARD I INJURED MY RIGHT HAMSTRING MUSCLE AND WAS UNABLE TO WALK. TOYOTA SEIZED VEHICLE FOR INSPECTION AND HAS NOT RELEASED OR INSPECTED IT AS OF THIS DATE.

**Additional Summary:**

Toyota ID No:

NHTSA ODI No: 10120280

Date of Incident: 20050508

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Toyota Sudden Unintended Acceleration: Appendix A

Vehicle: 2003 TOYOTA CAMRY

Location of Incident: PANAMA CITY, FL

**NHTSA Summary:**

AS I PUT CAR ON DRIVE IT JUST ACCELERATED OUT OF CONTROL. BRAKES DID NOT WORK, EMERGENCY BRAKE NEITHER, THANKS TO CURB I DID NOT RUN THRU A FENCE THAT SEPARATES SUPERMARKET'S PARKING LOT AND HOUSING'S PLAYGROUND FULL OF KIDS AND PARENTS ENJOYING MOTHER'S DAY.

**Additional Summary:**

Toyota ID No:

NHTSA ODI No: 10120314

Date of Incident: 20050508

Vehicle: 2004 TOYOTA CAMRY

Location of Incident: WENDELL, NC

**NHTSA Summary:**

DT: 5/8/05 10:15 AM AT A STOPLIGHT VEHICLE WAS STOPPED. THEN THE CAR ACCELERATED ON ITS OWN AND HIT CAR IN FRONT. CAR VEERED TO LEFT. KEY HAD TO BE REMOVED IN ORDER TO STOP THE CAR. ALL BRAKES FAILED. REGULARLY SERVICED AND RECORDS AVAILABLE.\*AK NO PREVIOUS PROBLEMS WITH VEHICLE EVER.

**Additional Summary:**

Toyota ID No:

NHTSA ODI No: 10127613

Date of Incident: 20050516

Vehicle: 2005 TOYOTA SIENNA

Location of Incident: PLAINFIELD, IL

**NHTSA Summary:**

OWNER OF 2005 TOYOTA SIENNA LE MINIVAN PURCHASED IN DECEMBER 2004. 1. NOTICED THAT THIS PROBLEM STARTED TO OCCUR OVER THE LAST TWO MONTHS AND THE OCCURENCE HAS INCREASED IN FREQUENCY. 2. DESCRIPTION OF PROBLEM: WHEN DEPRESSING THE ACCELERATOR PEDAL TO ACCELERATE FROM A STOP, THE THROTTLE WILL OCCASIONALLY FAIL TO RESPOND TO THE INITIAL PRESSURE BEING APPLIED TO THE PEDAL. CONTINUING TO DEPRESS, OR APPLYING ADDITIONAL PRESSURE TO, THE ACCELERATOR PEDAL WILL EVENTUALLY CAUSE THE THROTTLE ON THE ENGINE TO ENGAGE AND THIS RESULTS IN AN UNANTICIPATED SURGE IN ENGINE OUTPUT AND ACCELERATION. MY CONCERN IS THAT THIS UNANTICIPATED ENGINE SURGE AND ACCELERATION COULD LEAD TO AND/OR CAUSE A TRAFFIC ACCIDENT. 3. BROUGHT THIS PROBLEM/ISSUE TO THE ATTENTION OF THE SERVICE DEPARTMENT AT LOMBARD TOYOTA (LOMBARD, ILLINOIS), SPOKE WITH TWO DIFFERENT SERVICE WRITERS AT LOMBARD TOYOTA AND THEY BOTH MENTIONED THAT THIS WAS A KNOWN ISSUE BY BOTH TOYOTA AND THE DEALERSHIP. LOMBARD TOYOTA MENTIONED THAT THEY ARE CURRENTLY UNABLE TO DO ANYTHING TO CORRECT THIS PROBLEM/ISSUE AT THIS TIME.

**Additional Summary:**

Toyota ID No:

NHTSA ODI No: 10121647

Date of Incident: 20050518

Vehicle: 2005 TOYOTA CAMRY

Location of Incident: RICHMOND, VA

**NHTSA Summary:**

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2005 CAMRY XLE V6. CAR HESITATES OR LAGS UPON ACCELERATION. FROM DEAD STOP ACCELERATOR PEDAL HAS A LAG BEFORE CAR WILL ACCELERATE. WHILE MERGING ONTO HIGHWAY, CAR WILL HESITATE WHEN DEPRESSING THE ACCELERATOR BEFORE THE CAR WILL ACCELERATE. DROVE ANOTHER 2005 CAMRY V6 AND EXPERIENCED THE SAME THING.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10122416  
**Date of Incident:** 20050525  
**Vehicle:** 2005 TOYOTA SIENNA  
**Location of Incident:** MURFREESBORO, TN  
**NHTSA Summary:**

I WAS BACKING OUT OF A PARKING SPACE IN A PARKING LOT. I PUT THE CAR IN REVERSE, PLACE MY FOOT ON THE BRAKE, PUT THE CAR INTO DRIVE, LIFTED MY FOOT OFF OF THE BRAKE AND THE CAR IMMEDIATELY BEGAN TO ACCELERATE WITHOUT MY FOOT EVEN TOUCHING THE ACCELERATOR. WHEN I PUT MY FOOT ON THE BRAKE, THE BRAKE PEDAL WENT ALL THE WAY DOWN TO THE FLOOR WITHOUT STOPPING THE VEHICLE. THE VAN STRUCK ANOTHER VEHICLE THAT WAS PARKED IN THE PARKING LOT, WENT OVER THE CURB OF THE PARKING LOT, DOWN AN EMBANKMENT INTO A RAVINE AND HEADED TOWARDS A TREE. THE PASSENGER THAT WAS IN THE FRONT SEAT THEN REACHED OVER AND PUT THE CAR INTO PARK, WHICH BROUGHT THE CAR TO A STOP. THE WHOLE TIME THE CAR WAS MOVING I WAS TRYING TO STOP THE CAR BY PUMPING THE BRAKES, BUT THEY DID NOT WORK. THE CAR WAS ACCELERATING THE ENTIRE TIME UNTIL THE PASSENGER STOPPED IT BY SHIFTING INTO PARK. THE AIRBAGS DID NOT DEPLOY. DAMAGE WAS DONE TO THE FRONT PASSENGER BUMPER AND SIDE OF THE CAR. THE DRIVER'S SIDE FRONT TIRE EXPLODED. AFTER THE ACCIDENT, THE BRAKES DID FUNCTION.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10129972  
**Date of Incident:** 20050604  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** ROXBURY, MA  
**NHTSA Summary:**

DT: THE CONSUMER OWNS A 2005 TOYOTA CAMRY; SHE TOOK THE VEHICLE TO THE CAR WASH. THE VEHICLE WAS PUT INTO NEUTRAL, ONCE IT CAME OFF OF THE CONVEYER BELT SHE ENTERED IN THE VEHICLE, PUT HER FOOT ON THE GAS AND THE VEHICLE DID NOT MOVE. THE VEHICLE WAS PUT INTO DRIVE WITH HER FOOT ON THE BRAKE. THE VEHICLE ACCELERATED INTO TRAFFIC, THE VEHICLE HIT A MEDIAN STRIP. THE AIRBAGS DEPLOYED, AND THE CONSUMER WAS KNOCKED UNCONSCIOUS. SHE THEN HIT A SCHOOL BUILDING. SHE HAS A FRACTURED LEG, NECK AND A TORN ROTOR CUFF. THE VEHICLE WAS INSPECTED BUT NOTHING WAS FOUND. THIS HAPPENED JUNE 4, 2005. THE CONSUMER IS NOT SURE WHETHER THERE WAS A POLICE REPORT TAKEN. SHE WAS TAKEN TO THE EMERGENCY ROOM IMMEDIATELY AND HAS NOT LEFT THE HOSPITAL SINCE. THE VIN WAS NOT AVAILABLE, SHE IS STILL IN HOSPITAL. \*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10129705  
**Date of Incident:** 20050604

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TO A DIFFERENT DEALERSHIP FOR A SECOND OPINION WHO DETERMINED THERE WAS A VALVE STUCK OPEN IN THE FUEL SYSTEM AND REPAIR IT. BUT THE PROBLEM WAS PERSISTED. THE MANUFACTURER WAS CONTACTED WHO REFERRED THE CONTACT TO A DEALERSHIP. THE CONTACT EXPRESSED CONCERN BECAUSE THE ONLY WAY TO REDUCE THE SPEED WAS BY DEPRESSING HARD ON THE BRAKE PEDAL TO PREVENT A COLLISION. UPDATED 12/5/2006 - \*NM

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10127269  
**Date of Incident:** 20050620  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** WILLINGTON, DE  
**NHTSA Summary:**

DT: CALLER'S MOTHER-IN-LAW JUST GOT HER CAR WASHED AND WHEN SHE PULLED OUT OF THE CAR WASH, THE VEHICLE ACCELERATED WITHOUT WARNING. SHE PUMPED THE BRAKES AND TRIED TO STOP THE CAR, AND IT WOULD NOT STOP. THE CAR WENT INTO AN 8 LANE HIGHWAY AND WAS HIT BY AN 18 WHEELER AND A PICKUP TRUCK. DRIVER SUSTAINED INJURIES AND SO DID THE DRIVER OF THE PICKUP TRUCK. TRACTOR TRAILER DRIVER REFUSED TREATMENT. VEHICLE WAS TOWED. MANUFACTURER WAS CONTACTED, AND WILL BE GETTING BACK TO CALLER. CALLER STATED SHE JUST FOUND OUT THAT IN THE SPRING HER MOTHER-IN-LAW STARTED THE VEHICLE AND THE ENGINE RACED WHILE IT WAS IN PARK. THE ONLY WAY TO STOP IT WAS TO TURN IT OFF. AFTER THE ACCIDENT THE TACHOMETER SHOWED 7000 RPMS, AND THE SPEEDOMETER INDICATED 100 MPH. POLICE REPORT WAS FILED. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10126111  
**Date of Incident:** 20050621  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** DOTHAN, AL  
**NHTSA Summary:**

AS I WAS PULLING INTO A PARKING SPACE, MY 2003 LEXUS ES SUDDENLY ACCELERATED AND WENT OVER THE CURB AND A SMALL GRASS EMBANKMENT. I IMMEDIATELY APPLIED BRAKES AND IT DID START SLOWING DOWN. I FINALLY GOT THE CAR STOPPED. THANKFULLY NO ONE WAS IN THAT PARKING LOT. DON'T KNOW WHAT DAMAGE HAS BEEN DONE TO THE CAR. THIS IS FRIGHTENING BECAUSE THERE WAS ABSOLUTELY NO CONTROL OVER THE CAR.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10127859  
**Date of Incident:** 20050630  
**Vehicle:** 2004 TOYOTA COROLLA  
**Location of Incident:** REDDING, CA  
**NHTSA Summary:**

I WAS BRAKING FOR A STOPLIGHT. AFTER COMING TO A COMPLETE STOP THE ENGINE BEGAN TO RACE WITH THE RPM'S RISING ABOVE 4000 BEFORE I TURNED OFF THE IGNITION. I HAD TO PRESS DOWN ON THE BRAKE PEDAL AS HARD AS I COULD AND WAS BARELY ABLE TO HOLD THE CAR AT THE INTERSECTION. THIS WAS THE SECOND TIME THIS HAD HAPPENED. THE FIRST TIME OCCURRED APPROXIMATELY 2 MONTHS EARLIER.

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**Vehicle:** 2005 TOYOTA HIGHLANDER  
**Location of Incident:** LARGO, FL

**NHTSA Summary:**

DT: CALLER SAID THAT TWICE HIS VEHICLE WOULD NOT ACCELERATE WHEN HITTING THE GAS PEDAL. WHEN PRESSING THE GAS PEDAL TO PASS A CAR NOTHING HAPPENED FOR A FEW SECONDS. DEALER SAID THERE WAS NOTHING THEY COULD DO ABOUT IT, AND THAT WAS THE WAY THE VEHICLE WAS DESIGNED. DEALER SAID THEY COULD NOT DUPLICATE THE PROBLEM. MANUFACTURER HAS NOT BEEN CONTACTED YET. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10135915  
**Date of Incident:** 20050605  
**Vehicle:** 2005 TOYOTA HIGHLANDER  
**Location of Incident:** WALDOBORO, ME  
**NHTSA Summary:**

DT: 2005 TOYOTA HIGHLANDER V6- THE CONSUMER DROVE OFF THE LOT ON JUNE 3, 2005; THE CRUISE CONTROL BEHAVED ERRATICALLY AND IT OFTEN FELT AS IF IT WAS ACCELERATING A COUPLE OF MILES BEHIND THE DESIRED SPEED. THE CONSUMER REQUESTED TO PASS THIS TURKEY WHICH YIELDED DIFFERENT RESULTS. THERE IS SOMETIMES AWKWARD DOWN SHIFTING AND RAPID ACCELERATION WHICH IS PRECEDED BY HESITATION. THE CONSUMER APPROACHED A VILLAGE INTERSECTION, DOWNHILL WITH HIS FOOT ON THE BRAKE. THE CONSUMER TOOK HIS FOOT OFF OF THE BRAKE AND BEGAN TO MAKE A LEFT TURN ONTO DESIRED STREET. THE CONSUMER TRIED TO APPLY A BIT OF GAS AND AGAIN NOTHING HAPPENED. THE CONSUMER TRIED TO APPLY A BIT MORE GAS AND AGAIN NOTHING HAPPENED. THE THIRD TIME THE CONSUMER ADDED A BIT MORE GAS AND THE VEHICLE ACCELERATED TOO FAST CAUSING THE DRIVER'S AND PASSENGER'S HEADS TO TIP BACK. THIS WAS A NARROW MAIN STREET IN A MAIN VILLAGE. THERE WERE LOTS OF POSSIBLE TARGETS, CARS/ KIDS BIKES, AND OTHERS. THEN THERE WAS THE UNANTICIPATED DOWN SHIFTING FOR BRAKING EFFECT THAT TIPPED HEADS FORWARD, BUT THAT WAS ANOTHER STORY FOR ANOTHER DAY, AND NOT QUITE AS ANNOYING OR NEARLY OF THE SAME CONCERN. THE DEALER'S SERVICE MANAGER FIRST ASSERTED THAT THERE WERE NO ADJUSTMENTS ACCESSIBLE FOR THE MECHANICS. INABILITY TO DO SOMETHING. AFTER APPLYING MORE GAS AND VEHICLE HESITATION CONSUMER SEARCHED FOR A TECHNICAL SERVICE BULLETIN (TSB) AND FOUND NONE. BUT FOUND ONE FROM JUNE 3, 2005 THAT RELATED TO RECALIBRATING OF THE TRANSMISSION. ABSOLUTELY NO MENTION OF EXPRESSIONS OF CONCERN OR EARLIER TSB'S. \*AK \*MR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10173082  
**Date of Incident:** 20050607  
**Vehicle:** 2005 TOYOTA COROLLA  
**Location of Incident:** LAGUNA HILLS, CA  
**NHTSA Summary:**

DT\*: THE CONTACT STATED WHILE DRIVING 25 MPH ON NORMAL ROAD CONDITIONS THE VEHICLE MAINTAINED THE SAME SPEED WITHOUT DEPRESSING THE ACCELERATOR PEDAL. THE PROBLEM PERSISTED AT ANY SPEED THERE AFTER. THERE WERE NO WARNING LIGHTS ILLUMINATED PRIOR THE INCIDENT. THE VEHICLE WAS TAKEN TO THE DEALERSHIP WHO OBSERVED NO ABNORMALITIES AFTER A DIAGNOSTIC CHECKUP AND ROAD TEST. THE DEALER ALSO STATED THERE WAS NOT A MECHANISM TO SLOW DOWNS THE SPEED AS THERE USED TO BE IN OLDER MODELS. THE VEHICLE WAS TAKEN

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DURING THAT INCIDENT, THE ENGINE RACED TO OVER 6000 RPM'S BEFORE I SHUT OFF THE IGNITION. AFTER BOTH INCIDENTS, I TOOK THE CAR TO LITHIA TOYOTA IN REDDING, CA. BOTH TIMES THEY SAID THAT NO ERROR CODES WERE SET AND SINCE THE CAR ENGINE DID NOT RACE DURING THE TEST DRIVES, THERE WAS NOTHING WRONG WITH IT. THEY STATED THA THEY HAD NEVER HEARD OF ANY OTHER TOYOTA VEHICLES BEHAVING IN THIS MANNER, YET I FOUND 25 SIMILAR COMPLAINTS REGARDING THE 2004 CAMRY ON THIS WEBSITE, AND 21 SUCH COMPLAINTS FOR 2002 THROUGH 2005 MODEL YEAR COROLLAS.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10138711  
**Date of Incident:** 20050630  
**Vehicle:** 2005 TOYOTA SIENNA  
**Location of Incident:** HAMPTON, TN  
**NHTSA Summary:**

DT: CONTACT OWNS A 2005 TOYOTA SIENNA. THE VEHICLE HAS SEVERE HESITATION, ALMOST IMPOSSIBLE TO DRIVE THE VEHICLE ON A WET ROAD OR ON A SNOWY ROAD. GAS PEDAL AND TRANSMISSION DO NOT SEEM TO CONNECT. NO CRASHES. NO POLICE REPORTS. NO FIRES. THE VEHICLE HAS BEEN TO TOYOTA DEALER 5 TIMES; THE MECHANIC CAME BACK AND SAID THEY FOUND NOTHING WRONG WITH VEHICLE. \*AK (11/08/05) THE TRANSMISSION WOULD DOWN SHIFT VERY HARSH ON TURNS AND ON HILLS. THE SERVICE DEALER PLACED AN UPGRADED COMPUTER IN THE VEHICLE BUT THE PROBLEM WORSENERD. \*SC

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10127521  
**Date of Incident:** 20050701  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** PHOENIX, AZ  
**NHTSA Summary:**

DT: CONSUMER STATED VEHICLE ACCELERATED WHILE IN REVERSE FOR THE SECOND TIME. THE VEHICLE MADE J LIKE TURN AND HIT AN ELECTRICAL BOX WHICH CAUSED THE POWER TO GO OUT IN APPROXIMATELY THREE HOMES AND DAMAGED THE VEHICLE. WHEN THE VEHICLE WAS FIRST DELIVERED IN APRIL 2002 THIS HAPPENED. BUT CONSUMER THOUGHT IT WAS BECAUSE IT WAS A NEW VEHICLE. ON JULY 5, 2005 A POLICE REPORT WAS FILED, AND THE VEHICLE WAS TOWED AND WAS TAKEN TO BELL TOYOTA. WHILE THE VEHICLE WAS IN REVERSE IT CONTINUED TO ACCELERATE. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10127662  
**Date of Incident:** 20050703  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** KELS0, WA  
**NHTSA Summary:**

DT: 2005 TOYOTA CAMRY XLE. CRUISE CONTROL DOES NOT HOLD VEHICLE BACK. THIS IS NOT A PROBLEM ON LEVEL GROUND OR UP HILL. IF THE VEHICLE IS GOING DOWN HILL, THE CRUISE CONTROL WILL NOT STAY, CAUSING THE VEHICLE TO ACCELERATE AT A FASTER SPEED THAN IS SAFE UNDER THE CIRCUMSTANCES. AFTER THE CONSUMER PURCHASED THE VEHICLE, THE DEALER AND THE MANUFACTURER TOLD CONSUMER

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THAT WAS THE WAY THE VEHICLE PERFORMED. CONSUMER CONSIDERS THIS IS A SAFETY ISSUE, AND IT IS NOT ACCEPTABLE. CONSUMER FILED A COMPLAINT # 20050706 ON JULY 6, 2005 WITH TOYOTA. THERE ARE NO OTHER KNOWN PROBLEMS WITH THIS VEHICLE AND IT IS STILL UNDER WARRANTY. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10293547  
**Date of Incident:** 20050708  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** SAN JOSE, CA

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2000 TOYOTA CAMRY. THE ACCELERATOR PEDAL BECOMES STUCK WHILE IN FIRST AND SECOND GEAR. TO RELEASE THE ACCELERATOR PEDAL HE HAS TO STOMP ON THE PEDAL. ALSO HE EXPERIENCES DIFFICULT STEERING WHILE DRIVING. THE MANUFACTURER WAS NOTIFIED BUT NO ASSISTANCE WAS PROVIDED. THE CURRENT MILEAGE WAS 65,000. THE FAILURE MILEAGE WAS 35,000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10128303  
**Date of Incident:** 20050711  
**Vehicle:** 2005 TOYOTA SIENNA  
**Location of Incident:** AUGUSTA, GA

**NHTSA Summary:**

CONSUMER STATES: HIS CAR HESITATES WHEN HE ACCELERATES. HE JUST BOUGHT THE CAR 2 WEEKS AGO AND IT HAS BEEN DOING IT SINCE HE BOUGHT THE CAR. IT MAINLY HAPPENS WHEN HE IS SLOWING DOWN, WHEN HE PRESSES THE GAS PEDAL. IT TAKES ABOUT 1 OR 2 SECONDS TO ENGAGE. HE IS CONCERNED THIS WILL HAPPEN IN CONGESTED TRAFFIC. HE HAS NOT YET TALKED TO THE DEALER. HE HAS NOT YET TALKED TO THE MANUFACTURER BUT HE PLANS ON DOING THAT TODAY. CONSUMER WAS ONLY ABLE TO PROVIDE THE CITY, STATE AND PHONE NUMBER OF THE DEALER. \*NM

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10129267  
**Date of Incident:** 20050717  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** ANTIPOCH, CA

**NHTSA Summary:**

2004 LEXUS ES 330 HAS SEVERE HESITATION AND SURGING PROBLEMS WHEN TRYING TO ACCELERATE UNDER TRAFFIC CONDITIONS SUCH AS MERGING ONTO FREEWAY WHERE YOU MIGHT NEED TO SLOW AND THEN ACCELERATE. WE EXPERIENCED DANGEROUS SITUATIONS DUE TO HESITATION AND THEN SUDDEN SURGE. SECOND TRIP TO DEALER AND THEY SAY IT'S A KNOWN PROBLEM AND THERE IS NOTHING THEY CAN DO. I BELIEVE IT IS A SAFETY ISSUE AND A RECALL SHOULD BE ENFORCED. LEXUS SEEMS TO THINK IT IS ONLY AN INCONVENIENCE.

**Additional Summary:**

**Toyota ID No:**

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**NHTSA ODI No:** 10130854  
**Date of Incident:** 20050727  
**Vehicle:** 2002 LEXUS ES300  
**Location of Incident:** SAN FRANCISCO, CA

**NHTSA Summary:**

DT: CONSUMER OWNED A 2002 ES 300. CONSUMER WAS GETTING INTO A PARKING PLACE WHEN HE WENT OVER A SPEED BUMP, HE STOPPED WITH VEHICLE IN REVERSE, THEN, PLACED THE CAR IN DRIVE AND THE VEHICLE SURGED FORWARD, CONSUMER TRIED TO APPLY BRAKE AND BRAKES FAILED. THE VEHICLE WOULD NOT STOP, ENDED UP STRIKING A CONCRETE PILLAR. THERE WERE NO INJURIES. NO POLICE REPORT, BUT IT WAS REPORTED TO INSURANCE COMPANY. THE VEHICLE WAS MOVING FORWARD WITH GREAT FORCE AND BRAKES COULD NOT STOP VEHICLE. CONSUMER WAS AWARE OF AN INVESTIGATION THAT WAS IN PROGRESS ON THIS MATTER. ALTHOUGH INVESTIGATION WAS OFFICIALLY CLOSED, NHTSA SAID THAT THEY WOULD MONITOR THESE TYPE OF VEHICLES. CONSUMER SAID THAT INVESTIGATION WAS ON THE ELECTRONIC THROTTLE CONTROL. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10131375  
**Date of Incident:** 20050729  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** SIVLERSPRING, MD

**NHTSA Summary:**

DT: ON JULY 29, 2005 WHEN THE CONSUMER PRESSED THE BRAKE PEDAL THE VEHICLE ACCELERATED. THIS HAD OCCURRED 3 TIMES. THE VEHICLE HAS A LITTLE OVER 1000 MILES ON IT. THE MANUFACTURER GAVE THE CONSUMER A REFERENCE NUMBER TO GIVE TO THE DEALER WHEN HE TAKES THE VEHICLE TO THEM. \*NM

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10132899  
**Date of Incident:** 20050801  
**Vehicle:** 2005 TOYOTA SIENNA  
**Location of Incident:** LAKE ZURICH, IL

**NHTSA Summary:**

I PULLED INTO A PARKING LOT AND MADE A RIGHT TURN TO PULL INTO A PARKING SPACE. I WAS HALFWAY INTO THE SPACE, MY FOOT WAS ON THE BRAKE PEDAL, WHEN I FELT THE VAN JERK-IT THEN SUDDENLY ACCELERATED, WENT OVER THE RAISED CURB IN FRONT ONTO THE EXIT LANE OF THE SHOPPING CENTER, TURNED AROUND BACK INTO THE PARKING LOT(THE WHEEL WAS TURNED TO THE RIGHT STILL), HIT THE BUILDING BREAKING A COUPLE OF WINDOWS, AND THEN CAME TO A STOP AFTER HITTING A BARRICADED DUMPSTER ALONG THE WAY. ALL THE WHILE I WAS HITTING THE BRAKES, BUT THEY DIDN'T SEEM TO WORK. THE AIRBAG DEPLOYED IN THE PROCESS, THE FRONT OF THE VAN WAS BADLY DAMAGED. THANKFULLY THERE WERE NO PEDESTRIANS IN THE LOT AND I DIDN'T HIT ANY OTHER VEHICLE AND MY SON AND I WALKED AWAY WITH MINOR INJURIES. I HAVE CONTACTED TOYOTA. THEY INSPECTED THE VAN LAST WEEK AND I AM WAITING TO HEAR THEIR REPORT. THE VAN HASN'T BEEN FIXED YET-I AM WAITING TO HEAR FROM TOYOTA AS TO THE NEXT COURSE OF ACTION. ABOUT AN HOUR BEFORE THIS INCIDENT OCCURRED, I WAS PULLING OUT OF ANOTHER PARKING SPACE IN REVERSE, WHEN THE VAN JUST STOPPED AND DIDN'T MOVE. I RESTARTED IT, PUT IT ON REVERSE AND THEN IT MOVED ALRIGHT, WAS BUMPY-I THOUGHT A TIRE

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WAS FLAT-STOPPED AND CHECKED TO SEE ALL OF THEM-THEY WERE FINE, AND AFTER THAT ALL WAS SMOOTH AND WELL UNTIL THE CRASH. \*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10133608  
**Date of Incident:** 20050801  
**Vehicle:** 2003 TOYOTA TACOMA  
**Location of Incident:** EL PASO, TX

**NHTSA Summary:**

FAULTY APPS (ACCELERATOR PEDAL POSITION SENSOR). VEHICLE IS DESIGNED WITH A COMBINATION OF MECHANICAL AND DRIVE BY WIRE THROTTLE BODY. WHEN ACCELERATING FROM A STOPPED POSITION ACCELERATOR PEDAL IS DEPRESSED WITH NO RESPONSE TO ENGINE OR VEHICLE MOVEMENT. THIS POSES A SAFETY THREAT IF DRIVER IS IN A LIFE OR DEATH SITUATION AND CANNOT MOVE VEHICLE OUT OF HARMS WAY.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10132344  
**Date of Incident:** 20050803  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** FLOWERY BRANCH, GA

**NHTSA Summary:**

2005 TOYOTA CAMRY SE DEVELOPED A PROBLEM WITH BUILDING UP ACCELERATION AFTER SLOWING DOWN.\*MR WHEN ACCELERATING FROM A LOW SPEED THE CONSUMER NOTICED HESITATION WHILE TRYING TO REGAIN SPEED. \*NM

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10131955  
**Date of Incident:** 20050806  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** CRESTWOOD, KY

**NHTSA Summary:**

DT: CONSUMER OWNED 2004 TOYOTA CAMRY WITH V6 ENGINE. CONSUMER WAS PULLING INTO A PARKING SPOT WHEN THE VEHICLE SUDDENLY ACCELERATED AND SHOT THROUGH THE PARKING SPOT, STRIKING A METAL POST, AND DAMAGING THE PASSENGER'S FRONT OF VEHICLE, THE BUMPER, FRONT FENDER, AND BOTH PASSENGER DOORS. WHEN THE VEHICLE ACCELERATED CONSUMER FELT THAT ACCELERATOR PEDAL LEFT THE BOTTOM OF FOOT AND CONTINUED TO THE FLOORBOARD WITH NO ASSISTANCE. THIS HAPPENED ON AUGUST 6, 2005 AT ABOUT 7:30 PM IN LOUISVILLE, AT TOWN FAIR CENTER ON HURSTBOURN LANE. CONSUMER WENT TO DEALER, AND DEALER REFUSED TO LOOK AT VEHICLE, THEY SAID THAT THEY WERE NOT FAMILIAR WITH ANY PROBLEM LIKE THIS, AND TOLD CONSUMER THAT THE FLOOR MAT STUCK TO THE PEDAL, CAUSING THE ACCELERATION. THERE WAS NO POLICE REPORT. MANUFACTURER WAS CONTACTED AND SAID THEY OPENED A CASE AND DEALER WAS SUPPOSE TO CONTACT CONSUMER IN ABOUT 3 DAYS.\*AK

**Additional Summary:**

**Toyota ID No:**

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**NHTSA ODI No:** 10135085  
**Date of Incident:** 20050812  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** DEWEY, AZ

**NHTSA Summary:**

DT: VEHICLE STALLED IN THE MIDDLE OF THE ROAD ON AUGUST 12, 2005. TOOK THE VEHICLE TO THE DEALER AND THEY COULD NOT FIND ANYTHING WRONG AND SENT THE CONSUMER HOME WITH THE INVOICE. THERE WAS NO FOR WARNING. ABOUT 6 WEEKS BEFORE WHEN PUSHING ON THE ACCELERATOR PEDAL IT SEEMED LIKE IT TOOK A FEW SECONDS FOR THE VEHICLE TO ACCELERATE. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10133778  
**Date of Incident:** 20050812  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** PAINESVILLE, OH

**NHTSA Summary:**

DT: THE CRUISE CONTROL TOOK OFF AND ACCELERATED ON ITS OWN. WENT TWO YARDS AND HIT A TELEPHONE POLE. UPON IMPACT, THE AIR BAGS DID DEPLOY. CONTACTED TOYOTA, THERE WERE SUPPOSED TO CALL BACK, COME AND LOOK AT VEHICLE. THIS HAPPENED ON AUGUST 12, 2005. THE CONSUMER DID NOT WANT TO GIVE PHONE NUMBER.\*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10168580  
**Date of Incident:** 20050815  
**Vehicle:** 2006 TOYOTA CAMRY SOLARA  
**Location of Incident:** CICERO, NY

**NHTSA Summary:**

THROTTLE LAG AT LOW SPEED AND FROM STOP IS INCONSISTENT AND HAS BEEN THE CAUSE FOR SEVERAL CLOSE CALLS WHEN PULLING INTO TRAFFIC. MANUFACTURER WAS INFORMED; DEALER INVESTIGATED; STATES THIS IS NORMAL AND NOTHING CAN BE DONE, THAT LAG IS "ACCEPTABLE". SOME INSTANCES HAVE BEEN SEVERAL SECONDS BEFORE ACTUAL THROTTLE RESPONSE. DRIVER HAS TO USE HARDER ACCELERATION TO COMPENSATE WHEN THIS HAPPENS. THIS IS A SAFETY ISSUE THAT TOYOTA IS AWARE OF BUT DECLINES TO ADMIT IT IS A PROBLEM. DRIVER IS VERY CONCERNED THAT THIS ISSUE WILL BE CAUSE OF AN ACCIDENT. \*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10133333  
**Date of Incident:** 20050817  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** MAYFIELD HEIGHTS, OH

**NHTSA Summary:**

DT: THE GAS PEDAL AND THE BRAKE PEDAL ARE TOO CLOSE TOGETHER. THIS HAS CAUSED THE CONSUMER AT LEAST FOUR ACCIDENTS. BECAUSE WHEN THE CONSUMER GOES TO PRESS ON THE BRAKE T WILL ACCIDENTALLY HIT THE GAS PEDAL. THE CONSUMER WAS SO SURPRISED EVERY TIME THIS OCCURRED THAT SHE WAS UNABLE TO STOP THE VEHICLE UNTIL SHE HIT SOMETHING. THREE TIMES THIS OCCURRED. THE

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CONSUMER WAS TRYING TO STOP IT WHILE BETWEEN OTHER VEHICLES. THE CONSUMER WAS TAKEN TO THE HOSPITAL IN MAY 2005. SHE OBTAINED INJURIES BECAUSE OF THIS ACCIDENT. A POLICE REPORTS WERE TAKEN. ON 8-17-05 THE CONSUMER HIT A LIGHT POLE. PREVIOUSLY, THE CONSUMER HAD CONTACTED THE MANUFACTURER, AND RECEIVED NO ASSISTANCE FROM THEM. ALSO, THE CONSUMER ALSO STATED THAT THERE WAS NOT ENOUGH LEG ROOM IN THE DRIVER SIDE. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:**  
**Date of Incident:** 20050822  
**Vehicle:** 2005 TOYOTA SIENNA  
**Location of Incident:**  
**NHTSA Summary:**

I bought a new 2005 Toyota Sienna in Dec '04. On Aug. 1st, it was involved in a crash. I was pulling into a parking space, foot on the brake, expecting the van to come to a halt, when I felt a jerk and it suddenly accelerated, went over the raised curb in front, onto the exit lane of the shopping center, back into the parking lot, hit the side of the building breaking windows there, hit a barricaded dumpster and then came to a stop. All the while my foot was on the brakes and they didn't seem to work. All this happened within a few seconds. The airbag deployed. Thankfully my son and I walked away with minor injuries and there were no pedestrians in the lot at the time and I did not hit any other vehicle. Earlier that day, the van stalled when I was pulling out of a parking space; I restarted it and put it on reverse and it was fine, though it seemed to be a bit bumpy-I checked all the tires and they were fine. After that it was smooth until the incident of the crash. I informed Toyota-they did an inspection and said all was well-the vehicle performed as designed. Currently it is being fixed.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10286123  
**Date of Incident:** 20050822  
**Vehicle:** 2000 TOYOTA TUNDRA  
**Location of Incident:** BOZEMAN, MT  
**NHTSA Summary:**

I HAD THE ACCELERATOR STICK WHILE PARALLEL PARKING MY 2000 TOYOTA TRUCK ABOUT 4 YEARS AGO. I TRIED TO BRAKE, THEN PUT THE VEHICLE IN REVERSE, ENDED UP DAMAGING BOTH THE VEHICLE IN FRONT AND BEHIND MY VEHICLE. AT THE TIME, I DIDN'T UNDERSTAND WHAT HAD OCCURRED. NOW I SEE OTHERS HAVE EXPERIENCED THE SAME PROBLEM. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10133972  
**Date of Incident:** 20050823  
**Vehicle:** 2005 LEXUS ES330  
**Location of Incident:** HOUSTON, TX  
**NHTSA Summary:**

DT: 2005 LEXUS ES 330. THE CAR WAS NOT SHIFTING PROPERLY OR ACCELERATE UPON PRESSING THE GAS PEDAL AND WHEN IT DID ACCELERATE IT LURCHED FORWARD. WHEN SLOWING DOWN AND THEN TRYING TO SPEED UP WAS TOLD BY THE DEALERSHIP THAT THE COMPUTER COULD NOT READ FAST ENOUGH TO KNOW WHAT TO DO. THIS DIDN'T HAPPEN EVERY TIME. IN AN HOUR OF DRIVING I HAPPENED AT LEAST 8 TIMES. THIS WAS A SAFETY ISSUE. IN STOP AND GO TRAFFIC AND CHANGING LANES, NOTHING

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HAPPENED. IT TOOK 3 SECONDS FOR THE VEHICLE TO REACT TO THE ACCELERATION. THIS HAS HAPPENED MULTIPLE TIMES. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10135486  
**Date of Incident:** 20050827  
**Vehicle:** 2005 TOYOTA SIENNA  
**Location of Incident:** MANLIUS, NY  
**NHTSA Summary:**

ON SEVERAL INSTANCES WHEN YOU LET OFF THE GAS TO GO AROUND A CORNER THEN WHEN YOU ACCELERATE NOTHING HAPPENS THEN THE ENGINE TRIES TO COMPENSATE BY OVER REVVING. ON ANOTHER OCCASION PULLED INTO TRAFFIC, STEPPED ON THE GAS NOTHING HAPPENED FOR SEVERAL SECONDS, ALMOST BROADSIDED. \*NM

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10135492  
**Date of Incident:** 20050904  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** FISHERS, IN  
**NHTSA Summary:**

AFTER BEING INVOLVED IN A REAR END COLLISION (WITH MY CAMRY XLE V6) WHEN REVERSING OUT OF A PARKING SPOT AT A BUSY RESTAURANT, I ATTEMPTED TO PULL FORWARD A FOOT OR TWO AND PARK BY PUTTING THE CAR INTO DRIVE (NOT PRESSING THE ACCELERATOR). UPON PRESSING THE BRAKE TO PARK THE CAR ACCELERATED FORWARD UNCONTROLLABLY (WITHOUT APPLICATION OF THE GAS PEDAL) CRASHING INTO THE CAR PARKED IN FRONT OF ME AND PUSHING THAT CAR INTO THE CAR DIRECTLY ACROSS THE PARKING LOT FROM IT. THE CAR DIRECTLY ACROSS THE PARKING LOT WAS PUSHED OVER THE CONCRETE PARKING BLOCK AND INTO A TREE. AFTER PUSHING THE CAR IN FRONT OF ME, I WAS ABLE TO STEER AWAY FROM OTHER CARS AND WAS FINALLY ABLE TO STOP THE CAR ONLY BY USING THE EMERGENCY BRAKE. FROM THE TIME THE CAR ACCELERATED FORWARD WITHOUT PRESSING THE GAS PEDAL THE BRAKES DID NOT WORK. AFTER CLEARING THE CARS I LOOKED DOWN TO MAKE SURE I WAS USING THE BRAKE PEDAL, WHICH I WAS, AND IT WAS NOT WORKING AT ALL. DURING THIS ENTIRE INCIDENT THERE WAS A VERY LOUD AND CONSISTENT NOISE COMING FROM MY CAR. THE CAR IS CURRENTLY BEING INSPECTED. \*NM

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10136882, 10145141  
**Date of Incident:** 20050911  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** TEANECK, NJ  
**NHTSA Summary:**

I WAS MAKING A LEFT TURN INTO THE GARRISON PARKING LOT, TEANECK. DRIVING MY 2005 CAMRY. I PRESSED VERY LIGHTLY ON THE ACCELERATOR. THE CAR SUDDENLY HAD A SURGE OF ACCELERATION DISPROPORTIONATE TO MY GENTLE TAPPING OF THE GAS PEDAL. PRESSING THE BRAKE PEDAL AND ALSO TURNING THE IGNITION KEY OFF DID NOT SLOW THE CAR DOWN SUFFICIENTLY TO PREVENT A CRASH INTO TWO PARKED CARS. THERE WERE NO OCCUPANTS IN THE PARKED CAR. MY HUSBAND, IRVING J.

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BOROWITZ, WAS WITH ME. WE HAD NO APPARENT INJURIES AT THAT TIME EXCEPT FOR LEFT SHOULDER ACHE (GRACE). WE WERE BOTH TRAUMATIZED. THE CAMRY IS AT A TOYOTA BODY SHOP, AWAITING INSPECTION BY TOYOTA REPRESENTATIVE TOM MORIN ON SEPT. 23. OUR ALLSTATE INSURANCE ADJUSTER ESTIMATED PARTIAL COST OF REPAIRS AT \$5025. NO REPAIRS HAVE BEEN DONE YET. THE CAMRY HAS 2391 MILES. REFERRED TO YOU BY LEONRAD BURCHMAN (VOICE OF THE ELDERLY). CAR PURCHASED FEB 26, 2005 AT PARKWAY TOYOTA, ENGLWD CLIFFS, NJ. \*NM SEE ODI 10145141. \*DSY

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10137007  
**Date of Incident:** 20050913  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** SOUTH JORDAN, UT  
**NHTSA Summary:**

I WAS DRIVING WITH MY FAMILY SOUTH BOUND ON I-5 WHEN WE EXITED THE FREEWAY AND PULLED INTO THE TILICUM CHEVRON STATION. THE CRUISE CONTROL WAS ON BUT DISENGAGED. I TURNED RIGHT INTO A PARKING SPOT AT A LOW RATE OF SPEED (3 TO 5 MPH). I WAS ALMOST AT A COMPLETE STOP AND HAD JUST ENOUGH TIME TO REALIZE THAT I COULD NOT STOP!!! I COULD HEAR THE CAR'S ENGINE ROAR AND A MOMENT LATER FOUND THAT I HAD DRIVEN OVER A CONCRETE CURB, UP A TWO FOOT CONCRETE RETAINING WALL, AND THROUGH A CHAIN-LINK FENCE. I DON'T KNOW HOW A CAR COULD DO THIS!! THE TOTAL SPACE FOR THIS TO HAPPEN WAS ONLY ABOUT 3 LINEAR FEET!! I WAS NOT PUSHING THE ACCELERATOR!! THERE WAS INDEED AN ACCELERATION SURGE IN MY 2002 CAMRY V6. THE CAR STOPPED, STRADDLING THE CONCRETE WALL, THE FRONT DRIVE WHEELS WERE OFF THE GROUND. I GOT OUT OF THE CAR AND ASKED THE MECHANIC ON-SITE IF THERE WERE ANY RECALLS ON THE 2002 CAMRY. I SWEAR THIS IS THE VERY FIRST THING I SAID BECAUSE I KNEW THAT I DID NOT CAUSE THE ACCIDENT. THE ACCIDENT WAS CAUSED BY A DEFECT IN THE TOYOTA CAMRY. A TOW TRUCK REMOVED MY VEHICLE FROM THE RETAINING WALL. I THEN DROVE THE CAR DIRECTLY TO THE TITUS-WILL TOYOTA DEALERSHIP. THEY COULD NOT DUPLICATE THE PROBLEM WITH THE VEHICLE AND INDICATED IT WAS SAFE TO DRIVE. DAMAGE TO THE CAR INCLUDED THE FRONT BUMPER, SEVERAL MAJOR SCRATCHES, AND SEVERAL SMALL DENTS. I EXPLAINED THAT WE WERE VERY CONCERNED ABOUT SAFETY AND ASKED ABOUT RECALLS. THEY INDICATED THAT THERE WERE NONE FOR MY VEHICLE. THEY DID ADMIT AFTER SOME QUESTIONING THAT THEY WOULD NOT KNOW HOW MANY TIMES THIS HAS HAPPENED IN THE PAST DUE TO THE FACT THAT THE DEALERSHIPS DO NOT SHARE INFORMATION AND TOYOTA CORPORATE DOES NOT SHARE THIS INFORMATION WITH THE DEALERSHIPS. THE YOUNG LADY (EMPLOYEE) AT THE PAYMENT DESK VOLUNTEERED THAT SHE HAD ALSO HAD UNEXPECTED ACCELERATION WITH HER TOYOTA CAMRY. I REQUEST THAT A FORMAL INVESTIGATION BE LAUNCHED AND A RECALL PLACED FOR 2002 TOYOTA CAMRY'S. \*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10137651  
**Date of Incident:** 20050920  
**Vehicle:** 2005 TOYOTA HIGHLANDER  
**Location of Incident:** ELKRIDGE, MD  
**NHTSA Summary:**

I HAVE A 2005 TOYOTA HIGHLANDER LIMITED W/V6 ENGINE. WHEN I ACCELERATE AT LOW SPEEDS, THEN TAKE MY FOOT OFF THE GAS AND THEN TRY TO ACCELERATE AGAIN, THERE IS A PROLONGED HESITATION BEFORE THE VEHICLE STARTS TO ACCELERATE.

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THE SAME PROBLEM EXISTS WHEN YOU MAKE A TURN AND THEN TRY TO ACCELERATE AGAIN. THE OTHER DAY I WAS TRYING TO PULL OUT ONTO A WELL TRAVELED ROAD. I MOVED OUT INTO THE FIRST LANE AND THEN TOOK MY FOOT OFF THE GAS TO CHECK TO MAKE SURE THE NEXT LANE WAS CLEAR. I SAW THERE WERE CARS COMING AROUND THE CURVE TOWARDS ME IN BOTH LANES. I HIT THE GAS AND THE CAR HESITATED. THEN FINALLY IT STARTED TO MOVE. I BARELY MISSED BEING BROADSIDED. I'VE BEEN DRIVING FOR OVER THIRTY YEARS AND HAVE DRIVEN A NUMBER OF DIFFERENT VEHICLES. I HAVE NEVER EXPERIENCED THIS PROBLEM AND AM VERY CONCERNED FOR MY FAMILY'S SAFETY. I HAVE CONTACTED THE DEALER AND TOYOTA AND THEY SAY THIS IS NORMAL OPERATION. AS FAR AS I'M CONCERNED THIS IS ANYTHING BUT NORMAL AND NEEDS TO BE ADDRESSED. \*NM

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10139471  
**Date of Incident:** 20050924  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** EAST ALTON, IL  
**NHTSA Summary:**

DT: THE CONTACT STATES THAT 2004 TOYOTA CAMRY XLE SUDDENLY ACCELERATED. THE CONTACT SLOWLY PULLED INTO GARAGE AND THE VEHICLE ACCELERATED AND HIT AN OBJECT IN THE GARAGE. THERE WAS NO DAMAGE TO THE CAR. THE CONTACT CALLED TOYOTA DEALERSHIP AND LET THEM KNOW, AND THEY SAID THEY HAD NOT HEARD OF A CAR DOING THAT. THE SPEED WAS 1 MPH.\*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10138243  
**Date of Incident:** 20050924  
**Vehicle:** 2002 TOYOTA PRIUS  
**Location of Incident:** SACRAMENTO, CA  
**NHTSA Summary:**

I HAD JUST LEFT ONE AREA OF A PARKING LOT AND WAS TRAVELING TO ANOTHER AT A LOW RATE OF SPEED (5 TO 15 MPH) SO MY 2002 TOYOTA PRIUS WAS RUNNING UNDER ELECTRICAL POWER. I TURNED RIGHT TO PULL INTO A PARKING SPACE BETWEEN TWO SUV'S, COASTING IN WITH MY FOOT OVER THE BREAK PEDAL. WHEN I WAS MORE THAN HALFWAY INTO THE PARKING SPACE, THE CAR SUDDENLY SHOT FORWARD JUMPING THE CURB AND STOPPING ONLY WHEN IT HIT A STONE PILLAR. WHEN I LOOKED DOWN (AFTER CHECKING TO SEE IF MY 13 YEAR OLD SON WAS ALRIGHT, I SAW THAT MY FOOT WAS ON THE BRAKE PEDAL. FORTUNATELY NO PEDESTRIAN WAS IN THE WALKWAY, AND I DID NOT HIT THE SUV TO MY RIGHT OR LEFT. HOWEVER, THE UNEXPECTED ACCELERATION WAS NOT A RESULT OF PRESSING ON THE GAS PEDAL. \*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10139632  
**Date of Incident:** 20050925  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** VERONA, NJ  
**NHTSA Summary:**

BRAKES WERE UNABLE TO BRING CAR TO A STOP, INSTEAD THE CAR ACCELERATED. CAR FINALLY CAME TO A STOP AFTER CRASHING INTO THE HOUSE. CAR WAS DAMAGED AND

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THE BODY AND FENDERS OF THE CAR WERE REPAIRED BUT NOTHING WAS REPAIRED WHICH LED TO THIS OCCURRENCE IN REGARDS TO THE MECHANICS OF THE CAR. IN ADDITION AIRBAGS DID NOT DEPLOY ON IMPACT. \*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10138278  
**Date of Incident:** 20050925  
**Vehicle:** 2001 LEXUS ES300  
**Location of Incident:** RIVERSIDE, CA

**NHTSA Summary:**  
WHILE DRIVING THE CAR WOULD SPEED UP ON OWN WITHOUT PUSHING ON THE ACCELERATOR. I FOUND MY CAR GOING FROM 40 TO 60. IN PARK POSITION THE CAR WILL REV TO HIGH RPM BUT IF I AM IN DRIVE MODE IT WILL JUST ACCELERATE. I TOOK IT TO LEXUS AND THE TECHNICIAN SAYS THE IDLE SPEED CONTROL VALVE WAS NOT WORKING AND THE REPAIR WORK WOULD BE \$500. \*NM

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10138533  
**Date of Incident:** 20050926  
**Vehicle:** 2005 TOYOTA TUNDRA  
**Location of Incident:** ORANGE CITY, FL

**NHTSA Summary:**  
WE OWN "TWO" 2005 TOYOTA TUNDRA DOUBLE CABS THAT ARE EQUIPPED THE SAME. BOTH OF THESE VEHICLES EXHIBIT THE SAME SAFETY ISSUE. THE ISSUE, WHEN DRIVING WITH CRUISE CONTROL "ON" AT SPEEDS OF 70 MPH ON SLIGHTLY UPHILL TRACK, THE CRUISE CONTROL WILL COMMAND THE VEHICLE TO MAXIMUM THROTTLE, SHIFTING THE TRANSMISSION INTO PASSING GEAR. THIS ACTION ON THE 287 HORSEPOWER VEHICLE, CAUSES THE REAR TIRES TO BREAK LOOSE ON WET ROADS AND CAN CAUSE LOSS OF CONTROL OF THE VEHICLE, SENDING IT OFF THE ROAD OR INTO A SPIN. BOTH VEHICLES WE OWN EXHIBIT THIS BEHAVIOR AND IT HAS BEEN REPORTED TO TOYOTA CASE # 200510040775. \*NM

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10140820  
**Date of Incident:** 20051001  
**Vehicle:** 2006 TOYOTA TUNDRA  
**Location of Incident:** DELAND, FM

**NHTSA Summary:**  
2006 TUNDRA 4 DOOR OVERSPEED WHEN DRIVING IN CRUISE CONTROL. WHEN DRIVING AT HIGHWAY SPEED WITH CRUISE CONTROL ON AND APPROACHING A SLIGHT INCLINE, THE VEHICLE WILL DROP INTO PASSING GEAR AND THE THROTTLE WILL GO TO FULL THROTTLE. THIS WILL CAUSE THE OPERATOR TO LOSE CONTROL OF THE VEHICLE, ESPECIALLY ON A RAIN SLICK ROAD. THIS HAS HAPPENED MANY TIMES, AND ALTHOUGH I AM AWARE THAT IT COULD HAPPEN, IT STILL STARTLES ME WHEN IT OCCURS. IF CLOSE BEHIND ANOTHER VEHICLE, THIS COULD LEAD TO AN REAR END ACCIDENT. THE NORMAL PROGRESSION SHOULD BE DROPPING OUT OF OVERDRIVE, WITH A GRADUAL ACCELERATION TO MAINTAIN SET SPEED, AND THEN BACK TO OVERDRIVE WHEN SET SPEED IS OBTAINED. DEALER CALLED WITH TOYOTA AND THEY CLAIMED THIS IS NORMAL OPERATION. DOCUMENTED WITH TOYOTA DEALER, AND NOW

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WITH NHTSA. WHEN ACCIDENT OCCURS AS A RESULT OF THIS OVERSPEED, HOPEFULLY TOYOTA WILL RESET THE COMPUTER CONTROL MODULE TO FIX PROBLEM. \*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10144988  
**Date of Incident:** 20051005  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** CASSELBERRY, FL

**NHTSA Summary:**  
PROBLEMS WITH 2002 TOYOTA CAMRY. AUGUST 2003 - DRIVING ALONG. HUSBAND BEGAN TO STOP SLOWLY TO PULL UP TO A LIGHT AND IT FELT LIKE IT WAS NOT BREAKING BUT CAR CONTINUED TO ACCELERATE SO HUSBAND LET OFF BRAKE AND REAPPLIED THE BRAKE AND IT FINALLY STOPPED THE SURGING. 2. WHILE GETTING GAS WE WERE DRIVING AROUND IT TO FIND AN PUMP, WE WERE PRESSING THE BRAKE AND CAR WAS TRYING TO ACCELERATE AGAINST THE BRAKE AS IT WAS APPLIED. LET OFF BRAKE AND REAPPLIED QUICKLY AND CAR STOPPED NORMALLY. JANUARY 2004 HUSBAND BEGAN TO PULL INTO A PARKING SPACE AND AS HE STARTED TO BRAKE AGAIN THE CAR WAS TRYING TO ACCELERATE AND SO HE LET OFF THE BRAKE, REAPPLIED IT (ALL VERY QUICKLY) AND WAS ABLE TO PARK BARELY MISSING HITTING VEHICLE BESIDE HIM. MARCH 27, 2004, WE TOOK OUR VEHICLE ONCE AGAIN TO DEALERSHIP STATING THE VEHICLE WAS SURGING WHILE DRIVING. OCTOBER 2004 ON A TRIP TO GATLINBURG, TENNESSEE- HUSBAND APPLIED THE BRAKES, CAR CONTINUED TO ACCELERATE-REAPPLIED THE BRAKES- SURGING/ACCELERATION STOPPED. OCTOBER 3, 2005 TRIP TO NORTH CAROLINA ON 7 SEPARATE OCCASIONS THE CAR ENGINE STARTED RACING AND THE CAR HAD TO BE PUT IN NEUTRAL AND THE BRAKE HELD TIGHTLY. ON ONE OCCASION AS WHILE ATTEMPTING TO STOP BEHIND A SCHOOL BUS FULL OF CHILDREN, ALMOST HIT THE BUS FROM BEHIND BECAUSE ACCELERATOR WENT TO FULL ACCELERATION AS WE APPLIED THE BRAKES. FORTUNATELY, MY HUSBAND PUT THE CAR IN NEUTRAL AND IT WAS REVVING AT FULL THROTTLE. HE HIT ACCELERATOR PEDAL AS WE WAS IN NEUTRAL, AND ACCELERATION WENT BACK TO IDLE SPEED. DECEMBER 5, 2005 WHILE IN WE WERE STOPPED IN A LINE OF TRAFFIC WAITING AT A LIGHT THE ENGINE ONCE AGAIN STARTED RACING HAD TO PUT IT IN NEUTRAL, AND AGAIN IT REVVED AT FULL THROTTLE WHILE HOLDING BRAKE PEDAL DOWN TIGHTLY-T-<sup>3</sup>- OTHERWISE WOULD HAVE REAR ENDED CARS IN FRONT OF US. PUT CAR IN NEUTRAL, RELEASED BRAKE PEDAL AND THEN PRESSED DOWN ON THE ACCELERATOR- ENGINE SPEED WENT TO IDLE SPEED. \*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10139528  
**Date of Incident:** 20051007  
**Vehicle:** 2002 LEXUS IS300  
**Location of Incident:** RICHMOND, 00

**NHTSA Summary:**  
MY 2002, LEXUS IS300 HAD A CASE OF SUDDEN UNINTENDED ACCELERATION THAT LED TO A CRASH CAUSING OVER \$10,000 WORTH OF DAMAGES TO BOTH MY CAR AND THE OTHER PERSONS CAR. I HAVE SEEN OTHER REPORTS OF OTHER PEOPLE WONDERING IF THE ELECTRONIC THROTTLE IS SUSPECT IN THESE CASES, HOWEVER I PERSONALLY BELIEVE THAT THE REAL PROBLEM IS ONLY PARTLY TO BLAME ON THE ELECTRONIC THROTTLE. IN MY OPINION, THE PROBLEM IS THE LIKELIHOOD OF THE PEDAL GETTING STUCK UNDER FLOOR MATS IS TOO HIGH, COMBINED WITH THE RELATIVELY "LIGHT" SPRING FORCE ON THE GAS PEDAL BECAUSE IT IS A THROTTLE-BY-WIRE SYSTEM WHICH

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LEADS TO THE FLOOR MAT EASILY HOLDING THE PEDAL DOWN TO FULL THROTTLE CAUSING AN ACCIDENT. I SAY THAT THIS IS "NEGLIGENT PEDAL DESIGN ON THE PART OF THE CAR MANUFACTURER". I ALSO BELIEVE THAT THEY KNEW THIS WAS AN ISSUE BECAUSE THEY MAKE REFERENCE TO THIS IN THE OWNERS MANUAL ON PG.76 WHERE THERE IS A CAUTION THAT STATES "MAKE SURE THE FLOOR MAT IS PROPERLY PLACED ON THE FLOOR CARPET. IF THE FLOOR MAT SLIPS AND INTERFERES WITH THE MOVEMENT OF THE PEDALS DURING DRIVING, IT MAY CAUSE AN ACCIDENT." NO MANUFACTURER SHOULD BE ALLOWED TO USE THAT CAUTION AS A DISCLAIMER TO GET AWAY WITH NEGLIGENT PEDAL DESIGN. THEY, FULLY WELL KNOWING THAT THIS IS A SAFETY ISSUE, SHOULD HAVE RECALLED THOSE CAR MODELS WITH A PEDAL DESIGN THAT HAS A HIGH RISK OF GETTING JAMMED AND REDESIGNED THE PEDAL SO THAT IT CANNOT GET STUCK BY A FLOOR MAT. IN ALL THE CARS THAT I'VE OWNED IN THE PAST, IF A MAT SLIPS IT JUST PREVENTS YOU FROM APPLYING FULL GAS PEDAL, NOT THE OPPOSITE OF APPLYING FULL PEDAL. I STRONGLY MOVE THAT TOYOTA COMPANY RECALLS ALL THESE CARS WITH THIS POTENTIAL PROBLEM AND FIX IT PROPERLY BEFORE SOMEONE GET FATALY INJURED OR CRIPPLED FOR LIFE. \*NM

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10139780  
**Date of Incident:** 20051010  
**Vehicle:** 2005 LEXUS ES  
**Location of Incident:** FALLBROOK, CA

**NHTSA Summary:**  
DEPRESSING THE ACCELERATOR PEDAL CAUSES THE VEHICLE TO HESITATE FOR ONE-HALF TO ONE FULL SECOND AND THEN LURCH FORWARD, SUDDENLY. THIS IS A SAFETY RISK WHEN CHANGING LANES OR ACCELERATING TO AVOID A COLLISION. THE DEALERS MECHANIC INDICATED (TWICE) THAT THEY HAVE HAD PROBLEMS WITH THIS MODEL'S "ELECTRONIC ACCELERATOR," AND THAT AN INTERNAL COMPUTER IS SUPPOSED TO "LEARN FROM THE DRIVERS' HABITS AND ADJUST THE ACCELERATION ACCORDINGLY." AN ACCIDENT CAN EASILY OCCUR WHEN EXPECTED POWER IS DENIED UPON DEPRESSING THE ACCELERATOR. \*NM

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10145019  
**Date of Incident:** 20051011  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** MILWALKEE, WI

**NHTSA Summary:**  
DT: THE CONTACT STATED DUE TO THE DESIGN OF THE ACCELERATOR AND BRAKE PEDAL THEY WERE TOO CLOSE TOGETHER. AS A RESULT, THE VEHICLE CRASHED INTO A CEMENT BIRD BATH. THE POLICE WERE NOT NOTIFIED OF THIS INCIDENT. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10143938  
**Date of Incident:** 20051014  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** ORLANDO, FL

**NHTSA Summary:**

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DT: THE CONTACT STATED WHEN PLACING FOOT ON THE BRAKE PEDAL THE VEHICLE ACCELERATED. IT BECAME AIRBORNE AND DID NOT STOP UNTIL IT CRASHED INTO AN EMBANKMENT. BOTH THE DRIVER AND PASSENGER HAVE FRACTURED VERTEBRAE. A POLICE REPORT WAS TAKEN AT THE SCENE, AND THE VEHICLE WAS TOTALED. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10139786  
**Date of Incident:** 20051015  
**Vehicle:** 2002 LEXUS ES300  
**Location of Incident:** FALLS CHURCH, VA

**NHTSA Summary:**  
MY 2002 LEXUS 3000 SUDDENLY ACCELERATED AS I WAS PULLING FORWARD INTO A PARKING SPACE AND CRASHED INTO A BUILDING. WHEN IT HAPPENED, MY FOOT WAS RESTING LIGHTLY ON THE BRAKE, PREPARING TO BRAKE TO A STOP, AND LETTING THE CAR IDLE INTO THE SPOT. I HAD A SIMILAR THING HAPPEN ABOUT 4 MONTHS AGO. \*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10200404  
**Date of Incident:** 20051020  
**Vehicle:** 2005 TOYOTA 4RUNNER  
**Location of Incident:** MAHOPAC, NY

**NHTSA Summary:**  
CRUISE CONTROL GOES CRAZY ON HILLS. IT WAITS TOO LONG TO ACCELERATE AND THEN IT FLOORS THE GAS AND THE AUTO TRANSMISSION DOWNSHIFTS AT LEAST TWO GEARS AND RACES THE ENGINE WAY PAST THE SPEED YOU WANT AND THEN IT FINALLY LETS UP AND THE SPEED DROPS TOO LOW AND EVERYTHING REPEATS. DANGEROUS AND ABSOLUTELY WORTHLESS! HAS BEEN HAPPENING EVER SINCE I PURCHASED THE CAR NEW IN 2005. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10144922  
**Date of Incident:** 20051022  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** MIAMI LAKES, FL

**NHTSA Summary:**  
I STARTED THE CAR, AND I RELEASED THE BRAKE AND STARTED IN REVERSE. AFTER A FEW SECONDS, THE CAR SUDDENLY SPED UP TO ABOUT 45 MPH IN REVERSE. THE CAR WOULD NOT STOP EVEN AS I PRESSED THE BRAKE, AND IT THEN HIT TWO CARS. THAT IS WHEN IT STOPPED. I TRIED TO PUT THE CAR IN DRIVE TO GO BACK INTO THE PARKING SPACE, BUT IT JOLTED FORWARD AND SKIPPED TWO PARKING BUMPERS. AT THAT TIME, I HIT ANOTHER CAR. AT THAT POINT, I LEFT THE CAR ALONE SEEING AS THERE WAS SOMETHING CLEARLY WRONG. IN THE END, MY CAR SUSTAINED DAMAGED TO THE FRONT AND TO THE BACK TOTALING \$10,111.60. THIS DOES NOT INCLUDE THE DAMAGE TO THE THREE OTHER CARS. THE TOTALS OF DAMAGE OF WHICH I AM NOT AWARE OF ALTHOUGH THEY ARE CLAIMING MY INSURANCE. I TOOK THE CAR TO A LOCAL TOYOTA DEALER HAVING CONDUCTED RESEARCH ON WHAT HAPPENED TO ME. I FOUND THAT THERE HAVE BEEN CLAIMS AGAINST TOYOTA FOR PROBLEMS WITH ELECTRONIC THROTTLE WHERE THERE IS A SUDDEN, INVOLUNTARY ACCELERATION. I SHOWED THE SERVICE DEPARTMENT ALL THE RESEARCH I HAD GATHERED FROM THE INTERNET. THE

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DEALER CHECKED THE CAR'S COMPUTER, AND THEY CLAIMED THEY FOUND NOTHING WRONG WITH THE ELECTRONIC THROTTLE OR WITH THE CAR'S COMPUTER. THEY CLAIMED THAT AIR POCKETS BETWEEN THE ACCELERATION AND THE BRAKE CAUSED THE PROBLEM. AS A RESULT, THEY FIXED THE STRUCTURAL DAMAGE TO MY CAR, BUT THEY MAINTAINED THAT NOTHING WAS WRONG WITH THE ELECTRONIC COMPONENTS, SPECIFICALLY THE THROTTLE, OF THE CAR. \*NM

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10142558  
**Date of Incident:** 20051105  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** CHELSEA, MA  
**NHTSA Summary:**

DT: THE CONTACT WAS PUTTING THE VEHICLE INTO PARK AND THE VEHICLE SUDDENLY ACCELERATED. IT WENT FROM 2 MPH, TO BEING OUT OF CONTROL. THE VEHICLE SURGED AND CRASHED INTO A WOODEN RETAINING WALL. THE CONTACT WAS NOT INJURED IN THE CRASH. THERE WAS PROPERTY DAMAGE TO THE WALL. THE VEHICLE WAS NOT TOTALED. SHE CONTACTED THE MANUFACTURER, AND THEY SAID THEY WOULD INVESTIGATE THE INCIDENT. THERE HAS NOT BEEN ANY REPRESENTATIVE FROM THE MANUFACTURER IN TOUCH WITH THE CONTACT. A POLICE REPORT WAS TAKEN. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10142957  
**Date of Incident:** 20051107  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** SACRAMENTO, CA  
**NHTSA Summary:**

DT: CONTACT STATES VEHICLE SURGED FORWARD, LOST CONTROL AND HIT ANOTHER VEHICLE. SHE DEPRESSED THE BRAKES, BUT THE VEHICLE WOULD NOT STOP. THERE WERE NO INJURIES, AND NO POLICE REPORT WAS TAKEN. THE DEALER INFORMED HER NO OTHER FAILURES OF THIS TYPE HAVE BEEN REPORTED. IT WAS THE OPINION OF THE MANUFACTURER THAT IT WAS DRIVER'S ERROR \*AK UPDATED 12/14/2005. THE VEHICLE WAS PARKED WHEN IT SUDDENLY ACCELERATED. \*NM

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10142465  
**Date of Incident:** 20051110  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** HARVEY, LA  
**NHTSA Summary:**

I WAS PULLING INTO APARTMENT COMPLEX PARKING SPACE WHEN MY 2005 TOYOTA CAMRY SUDDENLY ACCELERATED AND SURGED FORWARD. I HAD MY FOOT ON THE BRAKE AND WAS HALF WAY IN THE SPOT WHEN THE CAR BEGAN TO SURGE FORWARD AND JUMPED OVER SIDEWAY PLOWING INTO APARTMENT BUILDING. I WAS PRESSING THE BRAKE ALL THE WAY TO THE FLOOR AND THE TIRES WERE SCREECHING, BUT THE CAR WOULD NOT STOP UNTIL IT HIT THE BUILDING WALL. THE CAR WILL BE TOWED TO THE DEALERSHIP TODAY FOR AN ESTIMATE. THERE WAS SEVERE DAMAGE TO THE APARTMENT BUILDING. \*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10142635  
**Date of Incident:** 20051111  
**Vehicle:** 2004 TOYOTA HIGHLANDER  
**Location of Incident:** BLOOMINGTON, IL  
**NHTSA Summary:**

DT: THE CONTACT STATED WHILE PULLING INTO A PARKING SLOT HEARD A GRINDING NOISE FOLLOWED BY THE VEHICLE LURCHING INTO ANOTHER PARKED VEHICLE. HE TOOK THE VEHICLE TO THE DEALER. THE DEALER COULD NOT DUPLICATE THE SUDDEN ACCELERATION. THE DEALER REPLACED THE MASS AIR FLOW SENSOR, OXYGEN SENSOR, AND REPROGRAMMED THE ECU. THE DEALER COULD NOT DETERMINE WHAT CAUSED THIS PROBLEM. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10142695  
**Date of Incident:** 20051114  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** BARNEGAT, NJ  
**NHTSA Summary:**

DT: CONTACT STATES WHILE HIS CAR WAS PARKED, HE PUT HIS FOOT ON THE BRAKE IN ORDER TO SHIFT IT INTO DRIVE AND THE CAR ACCELERATED CAUSING THE VEHICLE TO GO ACROSS TWO SIDEWALKS AND A HOSPITAL LAWN AND INTO TWO TREES. HE REPORTS HAVING NO PROBLEMS WITH THE CAR PRIOR TO THIS INCIDENT. \*JB UPDATED 12/7/2005 - \*NM

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10144140  
**Date of Incident:** 20051122  
**Vehicle:** 2004 TOYOTA HIGHLANDER  
**Location of Incident:** DALLAS, TX  
**NHTSA Summary:**

DT: THE CONTACT STATED THERE WAS A PROBLEM WITH SUDDEN ACCELERATION. WHILE SHIFTING INTO REVERSE THE VEHICLE SUDDENLY ACCELERATED ON JULY 8, 2005. THE PROBLEM DID NOT REAPPEAR UNTIL NOVEMBER 22, 2005. THE VEHICLE ACCELERATED UNDER THE SAME CONDITIONS. HE WAS ABLE TO STOP THE VEHICLE AFTER IT HAD GONE THROUGH TWO FENCES AND CRASHED INTO THE CORNER OF THE NEIGHBOR'S GARAGE. THE VEHICLE IS CURRENTLY AT THE DEALERSHIP FOR DIAGNOSTICS \*AK UPDATED 12/27/05. \*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10150724  
**Date of Incident:** 20051202  
**Vehicle:** 2006 LEXUS RX400H  
**Location of Incident:** SCARSDALE, NY  
**NHTSA Summary:**

DT\*: THE CONTACT STATED WHILE ATTEMPTING TO APPLY BRAKE PRESSURE AT 30 MPH THE VEHICLE ACCELERATED. THIS OCCURRED ON DRY ROADS DURING NORMAL BRAKING WITHOUT WARNING. THE VEHICLE WAS TAKEN TO THE DEALERSHIP FOR INSPECTION. UPON INSPECTION, THEY WERE UNABLE TO DUPLICATE THE PROBLEM AND NO REPAIRS WERE MADE. THE MANUFACTURER WAS ALERTED.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10146932  
**Date of Incident:** 20051206  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** RALEIGH, NC  
**NHTSA Summary:**

I HAD NEW CAR BATTERY INSTALLED BY LOCAL TOYOTA DEALERSHIP LATE ON 12/2/05. THE CAR SEEMED TO SHIFT AND SOUND MARKEDLY DIFFERENTLY AFTER DRIVING THE CAR OFF THE LOT WITH THE NEW BATTERY. THREE DAYS LATER MY 4 CYLINDER, AUTOMATIC 2002 4D'S TOYOTA CAMRY WAS LEFT IN "D" WITH THE OVERDRIVE BUTTON REMAINED ENGAGED. MY FOOT WAS ON THE BRAKE PEDAL. I DID NOT DRIFT, ID BEEN STOPPED FOR A WHILE AT A "T" INTERSECTION FOR A WHILE AND NOT MOVING; NOR WERE ANY OTHER VEHICLES MOVING. THIS PARTICULAR INTERSECTION IS CONTROLLED BY A LONG SIGNAL LIGHT. I WAS AIMED STRAIGHT AHEAD, BUT WAS THE THIRD CAR BACK FROM THE STOP LINE, SIGNALING TO TURN LEFT. ALL OF A SUDDEN I HEARD WHAT SOUNDED LIKE AN AIRPLANE ENGINE ROARING, GETTING EVER LOUDER. MY FOOT WAS STILL ON THE BRAKE. THE ENGINE RACED, SURGED ABRUPTLY CAUSED MY CAR TO ACCELERATE FORCEFULLY INTO THE STOPPED CAR IN FRONT OF ME. THE CAR IN FRONT OF ME WAS PUSHED INTO AN SUV IN FRONT OF IT. THE FORCE OF IMPACT CAUSED MY ENGINE TO SHUT DOWN. THE DRIVER IN FRONT OF ME APPEARED TO HAVE A WHIPLASH INJURY. ALL TOLD, THERE WAS ABOUT \$1500.00 WORTH OF DAMAGE TO MY CAR AND IT WAS ESTIMATED THE SMALLER AND OLDER CAR IN FRONT OF ME SUSTAINED ABOUT \$2500.00 WORTH OF DAMAGE. I HAD THE CAR TOWED TO THE DEALER. THE LOCAL TOYOTA DEALER INFORMED ME THEY "FOUND NOTHING WRONG WITH THE CAR," THE CAR WAS THEN TOWED TO A SHOP FOR BODY REPAIRS. UPON THE RETURN OF MY CAMRY, IT STILL HAD A BIT OF A VIBRATORY AND AUDITORY DISTORTION THAT WAS ATYPICAL FOR THE 3 PREVIOUS YEARS. I ALSO REALIZED THAT THE BRAKES WERE BARELY WORKING. AT A RETURN VISIT TO THE DEALER, I WAS TOLD MY BRAKES WERE ALMOST "COMPLETELY GONE" AND THAT I NEEDED NEW BRAKES. HOWEVER, I AM CERTAIN THAT THE MARKED AND SUDDEN DECLINE IN MY BRAKE FUNCTION WAS A RESULT OF THE BRAKES ATTEMPTING TO HOLD MY CAR BACK AS THE ENGINE SURGED FORWARD. \*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10145642  
**Date of Incident:** 20051212  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** PHILADELPHIA, PA  
**NHTSA Summary:**

DT: THE CONTACT STATED THE ACCELERATOR PEDAL WAS STUCK. SHE WAS PULLING OUT ONTO THE ROAD. AS SHE LIGHTLY PRESSED THE ACCELERATOR PEDAL THE VEHICLE WENT ACROSS THE ROAD AND CRASHED INTO A METAL POLE. THE FRONT END OF THE VEHICLE WAS PUSHED UNDERNEATH THE WINDSHIELD. THE CONTACT WAS WEARING THE SEAT BELT. THE AIR BAGS DEPLOYED. HOWEVER, SHE WAS TAKEN TO THE HOSPITAL WITH CHEST PAINS AND BRUISING. THE VEHICLE WAS TOWED TO A

REPAIR SHOP FOR INSPECTION. A REPRESENTATIVE FROM THE MANUFACTURER WAS COMING TO THE REPAIR SHOP TO DETERMINE THE CAUSE OF THE INCIDENT. NO REPAIRS HAVE BEEN MADE. A POLICE REPORT WAS TAKEN AT THE SCENE OF THE ACCIDENT. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10213267  
**Date of Incident:** 20051215  
**Vehicle:** 2004 TOYOTA TACOMA  
**Location of Incident:** SAINT SIMONS ISLAND, GA  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2004 TOYOTA TACOMA. WHILE DRIVING AT VARIOUS SPEEDS, THE VEHICLE WOULD DRAMATICALLY ACCELERATE WITHOUT WARNING. ALSO, WHEN APPLYING PRESSURE TO THE ACCELERATOR PEDAL, THE VEHICLE WOULD NOT ACCELERATE UNLESS THE PEDAL WAS COMPLETELY DEPRESSED TO THE FLOOR. THE DEALER STATED THAT THE MAFF AIR SENSOR WAS CAUSING THE FAILURE. THE DEALER CLEANED THE SENSOR. THE CONTACT RETURNED TO THE DEALER A WEEK LATER AND THEY STATED THAT THE CATALYTIC CONVERTER WAS MELTED AND WAS THE CAUSE OF THE FAILURE. AFTER CAREFUL INSPECTION, IT WAS DETERMINED THAT THE CONVERTER WAS NOT MELTED. A PROFESSIONAL MECHANIC STATED THAT THE SUPERCHARGER FOR THE ACCELERATOR PEDAL POSITIONING SENSOR WAS CAUSING THE FAILURE. THE FAILURE MILEAGE WAS 9,000 AND CURRENT MILEAGE WAS 17,000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10147498  
**Date of Incident:** 20051222  
**Vehicle:** 2004 TOYOTA COROLLA  
**Location of Incident:** WATERTOWN, MA  
**NHTSA Summary:**

WHEN PARKING THE CAR THE CAR ATTEMPTED TO ACCELERATE ON ITS OWN. I LOOKED DOWN TO MAKE SURE MY FOOT WAS NOT ON THE GAS - MY FOOT WAS PLANTED ON THE BRAKE. I HAD TO BRAKE AS HARD AS I COULD TO KEEP THE CAR FROM REAR ENDING THE VEHICLE IN FRONT AS THE ENGINE ALL ON ITS OWN DRAGGED THE CAR FORWARD. THE CAR WAS MOVING AT ABOUT TWO MILES AN HOUR WHEN THIS TOOK PLACE. THE ENGINE REVVED UP TO 4000 RPM WITHOUT ANY PRESSURE ON THE GAS AND SIMPLY DRAGGED THE CAR FORWARD. \*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10147312  
**Date of Incident:** 20051223  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** SAN DIEGO, CA  
**NHTSA Summary:**

THE ACCELERATOR IN MY 2004 LEXUS ES 330 STUCK IN A CROWDED PARKING LOT AND CAUSED A COLLISION. \*NM

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10148115

Date of Incident: 20051227  
Vehicle: 2005 TOYOTA CAMRY  
Location of Incident: GODFREY, IL

**NHTSA Summary:**

DT\*: THE CONTACT STATED WHILE ATTEMPTING TO PULL IN A PARKING SPACE AT 2 MPH, THE VEHICLE SURGED AND SUDDENLY ACCELERATED WITHOUT WARNING. THE BRAKE PEDAL WAS DEPRESSED AT THE TIME OF THE INCIDENT. THE VEHICLE WENT THROUGH AN INTERSECTION AND OVER A PUBLIC SIDEWALK BEFORE CRASHING INTO A FIRE HYDRANT. THE CONTACT AND PASSENGER WERE WEARING SAFETY RESTRAINTS. THE VEHICLE IMPACTED THE FIRE HYDRANT WITH SUCH FORCE THAT THE FIRE HYDRANT WAS EXTRACTED 3 FEET ABOVE GROUND. THE VEHICLE WAS TOWED TO THE LOCAL DEALERSHIP WHERE DIAGNOSTIC TESTING WAS PERFORMED. THE LOCAL SERVICE DEALER COULD NOT DETERMINE THE CAUSE OF THE ACCIDENT; HOWEVER, THE DEALER ADDITIONAL TESTING WILL BE PERFORMED BEFORE THE VEHICLE IS REPAIRED. THE POLICE FILED A REPORT AT THE SCENE AND THE CONTACT'S INSURANCE COMPANY ALSO FILED A REPORT. THERE WAS ADDITIONAL PROPERTY DAMAGE TO THE SIDEWALK, FIRE HYDRANT AND A CHILDREN'S MUSEUM THAT WAS FLOODED BY THE WATER FROM THE FIRE HYDRANT. \*NM UPDATED 2/27/2006 - THE AIR BAGS ALSO FAILED TO DEPLOY. \*NM

**Additional Summary:**

Toyota ID No:  
NHTSA ODI No: 10146714  
Date of Incident: 20051229  
Vehicle: 2004 TOYOTA TACOMA  
Location of Incident: SARATOGA, CA

**NHTSA Summary:**

AFTER SHIFTING FROM SECOND GEAR TO THIRD GEAR, THE GAS PEDAL STOPPED WORKING COMPLETELY. SECONDS LATER IT FUNCTIONED NORMALLY, AND AS IF NOTHING HAD HAPPENED. THIS HAS HAPPENED BEFORE, AND I HAVE IDENTIFIED THE PROBLEM AS A FAILURE OF THE THROTTLE BODY MOTOR/SENSOR. I WILL BE ASKING THE TOYOTA DEALERSHIP TO FIX THE PART. \*JB

**Additional Summary:**

Toyota ID No:  
NHTSA ODI No: 10146664; 10146657  
Date of Incident: 20051230  
Vehicle: 2004 TOYOTA TACOMA  
Location of Incident: DOTHAN, AL

**NHTSA Summary:**

2004 TOYOTA TACOMA 4X4 WITH 3.4L ENGINE AND MANUAL TRANS, HAVING THROTTLE BODY ISSUES. THE ACCELERATOR POSITION SENSOR IS FAILING CAUSING THE TRUCK TO STALL FOR A SECOND AND THEN PICK BACK UP. TRUCK DOES NOT THROW A CHECK ENGINE CODE WHEN THIS OCCURS, SO DEALER HAS INFORMED ME ON DIFFERENT OCCASIONS THAT NOTHING IS WRONG. I WAS ALMOST RAN OVER THE OTHER DAY TRYING TO PULL OUT INTO TRAFFIC WHEN THE THROTTLE BODY FAILED. THIS IS A SAFETY CONCERN AND TOYOTA NEEDS TO ADDRESS IT IMMEDIATELY!!!!!! WHAT'S IT GOING TO TAKE, SOMEONE GETTING SERIOUSLY INJURED OR A HEALTHY LOW SUIT FOR TOYOTA TO TAKE ACTION? \*JB; I HAVE A 2004 TOYOTA TACOMA 4X4 WITH A 3.4 LITER V6. I HAVE ALREADY FILED 1 COMPLAINT BUTT IN FRUSTRATION WILL TRY THIS AGAIN. THE ELECTRONIC THROTTLE BODIES THAT COME ON 2003 AND 2004 TOYOTA TACOMAS ARE FLOWED AND NEED TO BE INVESTIGATED AND RECALLED DUE TO SAFETY CONCERNS. THE PROBLEM IS THAT THE ACCELERATOR POSITION SENSORS ON THESE THROTTLE

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BODIES ARE GOING OUT, CAUSING THE ACCELERATOR TO BECOME USELESS UNLESS DEPRESSED GREATER THAN 60%. I HAVE ALL MOST BEEN IN 2 ACCIDENTS WHILE PULLING OUT INTO TRAFFIC AND HAVING THIS OCCUR. WHEN THE SENSOR FAILS THE THROTTLE VALVE CLOSES LEAVING THE PERSON DRIVING THE VEHICLE WITHOUT ENOUGH ACCELERATION TO GET OUT OF THE WAY OF ON COMING TRAFFIC. IN VEHICLES WITH MANUAL TRANSMISSION IT IS ESPECIALLY DANGEROUS WHEN ON AN INCLINE (VERY DIFFICULT NOT TO ROLE BACKWARDS AND HIT SOMETHING BEHIND YOU). ALSO, NO CHECK ENGINE LIGHT HAS COME ON WHEN THIS HAS OCCURRED. I HAVE READ HUNDREDS OF LETTERS ON THE INTERNET FROM PEOPLE HAVING THE SAME PROBLEM. IS IT GOING TO TAKE SOMEONE GETTING KILLED OR A HEALTHY LAW SUIT TO MAKE TOYOTA TAKE ACTION? \*NM

**Additional Summary:**

Toyota ID No:  
NHTSA ODI No: 10147122  
Date of Incident: 20060104  
Vehicle: 2003 TOYOTA CAMRY  
Location of Incident: LA CONNER, WA

**NHTSA Summary:**

DT\*: THE CONTACT STATED THE VEHICLE SURGES FORWARD WHILE THE ACCELERATOR PEDAL IS BARELY BEING TOUCHED. THIS IS AN INTERMITTENT PROBLEM AND OCCURS WHEN THE VEHICLE IS ACCELERATING FROM A STOPPED POSITION. THE DEALERSHIP IS UNABLE TO DUPLICATE THE PROBLEM. \*AK THE CONSUMER STATED WHEN ON A LEVEL HIGHWAY, WITH THE CRUISE CONTROL ENGAGED, IT WILL ACTIVATE AND DEACTIVATE ON ITS OWN. UPDATED 02/07/06. \*JB

**Additional Summary:**

Toyota ID No:  
NHTSA ODI No: 10166246  
Date of Incident: 20060108  
Vehicle: 2006 TOYOTA RAV4  
Location of Incident: CUMMING, GA

**NHTSA Summary:**

THERE IS A PROBLEM IN ACCELERATION DELAY/THROTTLE LAG IN THE 2006 TOYOTA RAV4. AFTER TAKING DELIVERY JAN 06 AND WHILE DRIVING 12K MILES, WE HAVE EXPERIENCED ERRATIC ACCELERATION PROBLEMS. FROM COMPLETE STOPS OR ROLLING STARTS, WHEN TURNING CORNERS IN EITHER DIRECTION, ON UPHILL GRADES, OR ATTEMPTED PASSING, THERE IS A SIGNIFICANT DELAY IN DELIVERING FORWARD SPEED REGARDLESS OF HOW MUCH PRESSURE IS PUT ON THE FOOT FEED. AFTER THE DELAY, FORWARD SPEED IS DELIVERED SUDDENLY, CAUSING THE CAR TO LURCH FORWARD AND THE ENGINE TO RACE. THE FORWARD SPEED LAGS CONTINUOUSLY UP HILLS, DEPENDING ON THE GRADE. UNDER THESE CONDITIONS, EVERYDAY DRIVING IS HAZARDOUS AND I HAVE HAD MANY CLOSE CALLS. THE TOYOTA DEALER DISMISSED OUR INITIAL COMPLAINTS, STATING THAT THIS PROBLEM WAS 'NORMAL', AND WE PUT UP WITH THIS FOR TOO LONG BEFORE INSISTING THE VEHICLE BE CHECKED OUT. THE DEALER SAID NO ERROR CODES WERE GENERATED AND NO TSB'S HAD BEEN ISSUED AND THAT THEY WOULD HAVE TO BE ABLE TO DUPLICATE THE PROBLEM IN ORDER TO FIX IT, AS THOUGH WE'RE THE ONLY PEOPLE WITH THIS COMPLAINT. AFTER SOME PERSISTENCE ON OUR PART, THEY GAVE THE IMPRESSION THAT THEY'RE WELL AWARE OF A PROBLEM, BUT SEEM TO BE STONE WALLING WHILE LAYING THE BLAME ON TOYOTA TO ISSUE A FIX. THIS IS A VERY DANGEROUS FAULT IN THE NEW RAV4. MY ONLINE RESEARCH HAS NOW REVEALED THAT THERE ARE NUMEROUS COMPLAINTS OF THIS SAME PROBLEM ON CONSUMER WEBSITES SUCH AS TOYOTA NATION AND EDMUNDS. FOR TOYOTA DEALERS

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TO PRETEND THIS IS AN ISOLATED, INSIGNIFICANT PROBLEM IS, AT THE VERY LEAST, DECEPTIVE AND MAY PROVE TO BE CRIMINAL, AS THIS ACCELERATION PROBLEM COULD WELL LEAD TO AN ACCIDENT. TOYOTA MUST FIX THIS PROBLEM ASAP. \*JB

**Additional Summary:**

Toyota ID No:  
NHTSA ODI No: 10155629  
Date of Incident: 20060109  
Vehicle: 2006 TOYOTA CAMRY  
Location of Incident: BROOKFIELD, WI

**NHTSA Summary:**

I TERMINATED A LEASE ON A 2006 TOYOTA CAMRY ON FEB. 28. I ONLY DROVE IT FROM NOV. 1 TO JAN. 9 WHEN FOR THE THIRD TIME IN THOSE TWO MONTHS IT SURGED AHEAD WHEN I WAS PARKING. THE SURGE WAS SO POWERFUL, THAT THE CAR FLEW THRU THE AIR AND DAMAGED ANOTHER CAR IN THE PARKING LOT. MY FOOT WAS ON THE BRAKE. THE CAR SUFFERED \$6000 WORTH OF DAMAGES. I CONTACTED THE DEALER TO SAY I WOULD HAVE THE DAMAGED CAR TOWED TO THEIR SHOP AND THEY SAID THE BODY HAD TO BE REPAIRED BEFORE THEY WOULD CHECK TO SEE WHY IT MALFUNCTIONED. I WAS TOLD THAT A REGIONAL ENGINEER FROM TOYOTA WOULD INSPECT THE CAR. I HAD GREAT HOPES THAT THEY WOULD FIND THE PROBLEM AND FIX IT BUT THE REPORT SAID THERE WAS NOTHING WRONG WITH THE CAR. OF COURSE THERE IS SOMETHING VERY WRONG WHEN THE CAR WILL NOT STOP BUT RATHER SURGES AHEAD WHEN YOU ARE BRAKING. THEY IMPLIED THAT AFTER 45 YEARS OF ACCIDENT FREE DRIVING, I PUT MY FOOT ON THE ACCELERATOR INSTEAD OF THE BRAKE. I TERMINATED THE LEASE. BUT I AM VERY FEARFUL AND VERY PERPLEXED THAT TOYOTA IS UNCONCERNED ABOUT THE SAFETY OF THEIR CARS. TOYOTA MUST ADDRESS THIS PROBLEM--IT IS VERY WRONG TO IGNORE THIS SAFETY HAZARD. I AM FILING THIS COMPLAINT ABOUT A CAR I NO LONGER HAVE BECAUSE IT HAS BEEN SOLD TO AN UNSUSPECTING PERSON. THE NEW OWNER WAS NOT TOLD OF THE PROBLEM BECAUSE THEY SAY THERE IS NO PROBLEM. I DON'T KNOW HOW TO CONTACT THE NEW OWNER. I THOUGHT THE DEALER WOULD DO THE RIGHT THING AND SEND THE CAR BACK TO THE FACTORY TO BE FIXED. \*NM

**Additional Summary:**

Toyota ID No:  
NHTSA ODI No: 10148347  
Date of Incident: 20060112  
Vehicle: 2005 TOYOTA CAMRY SOLARA  
Location of Incident: DUBLIN, OH

**NHTSA Summary:**

DT\*: THE CONTACT STATED WHILE IN A PARKING LOT THE VEHICLE SUDDENLY ACCELERATED CRASHING INTO A CURB. THE PASSENGER SIDE RIM, SUSPENSION, WHEEL ASSEMBLY AND TIRE WERE DAMAGED AS A RESULT OF THE ACCIDENT. THE VEHICLE WAS TOWED TO A BODY SHOP WHERE NO REPAIRS HAVE BEEN MADE.

**Additional Summary:**

Toyota ID No:  
NHTSA ODI No: 10149242  
Date of Incident: 20060120  
Vehicle: 2005 LEXUS ES330  
Location of Incident: RESEDA, CA

**NHTSA Summary:**

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DT\*: THE CONTACT STATED WHILE APPLYING PRESSURE TO THE ACCELERATOR PEDAL TO BACK UP, THE VEHICLE HESITATED AND THEN LURCHED FORWARD CAUSING THE VEHICLE TO HIT THE GARAGE DOOR. THE DRIVER WAS WEARING A SEATBELT AND RECEIVED NO INJURIES. THE VEHICLE WAS TAKEN TO THE DEALERSHIP FOR INSPECTION AND THE PROBLEM COULD NOT BE DUPLICATED. THE MANUFACTURER WAS NOTIFIED.

**Additional Summary:**

Toyota ID No:  
NHTSA ODI No: 10149800  
Date of Incident: 20060121  
Vehicle: 2003 TOYOTA CAMRY  
Location of Incident: WOODSIDE, NY

**NHTSA Summary:**

MY CAR IS A 2003 TOYOTA CAMRY LE WITH 4 CYLINDER ENGINE, AUTOMATIC TRANSMISSION, CRUISE CONTROL AND ABS. THE ACCIDENT OCCURRED ON JANUARY 21, 2006 IN NEW YORK CITY IN BROAD DAYLIGHT AND IN CLEAR WEATHER. THE ACCIDENT OCCURRED AS I ENTERED GAS STATION TO PUMP GAS. I LOST CONTROL WITH SUDDEN ACCELERATION. I HIT ANOTHER CAR PARKED TO PUMP GAS.. \*JB

**Additional Summary:**

Toyota ID No:  
NHTSA ODI No: 10149898; 10157329  
Date of Incident: 20060124  
Vehicle: 2002 TOYOTA CAMRY  
Location of Incident: LINCOLN, RI

**NHTSA Summary:**

CAR ACCELERATED WITHOUT DRIVER INPUT ON TWO SEPARATE OCCASIONS. THE LAST EVENT RESULTED IN SMASHING THROUGH A PLATE GLASS WINDOW OF A TRAVEL AGENCY, INJURING ONE EMPLOYEE. THE CAR ENDED UP TOTALLY IN THE AGENCY, HALTED BY AN INTERIOR WALL. THE POLICE REPORTED SKID MARKS ON THE SIDEWALK IN FRONT OF THE AGENCY, AS WELL AS WITHIN THE AGENCY AS I ATTEMPTED TO BRAKE. THERE IS ALSO EVIDENCE THAT THE RIGHT FRONT TIRE WAS ROTATING VERY RAPIDLY, SO MUCH SO THAT WHEN THE CAR STOPPED THE TIRE BURNED A HOLE IN THE CARPET. CARPET THREADS ARE EMBEDDED IN THE RIGHT FRONT WHEEL TIRE. ON THE ONE HAND, THE MARKS ON THE CARPET AND SIDEWALK INDICATE THAT SKID MARKS WERE MADE BY ALL THREE WHEELS, WHILE THE RIGHT FRONT WHEEL OBVIOUSLY WAS BURNING RUBBER. \*JB UPDATED 03/01/06; RESPONSE TO LETTER RECEIVED FROM CLAIMS ADMINISTRATOR, FOR TOYOTA, ALLEGING THAT ALL SYSTEMS WERE FUNCTIONING PROPERLY FOR 2002 TOYOTA CAMRY. \*TS THE MANUFACTURER CLAIMED THAT ALL SYSTEMS WERE FUNCTION PROPERLY WHEN THE CONSUMER'S VEHICLE SUDDENLY ACCELERATED AND ENDED UP INSIDE A TRAVEL AGENCY. \*NM

**Additional Summary:**

Toyota ID No:  
NHTSA ODI No: 10154638  
Date of Incident: 20060208  
Vehicle: 2004 TOYOTA AVALON  
Location of Incident: FLORAL PARK, NY

**NHTSA Summary:**

DT\*: THE CONTACT STATED WHILE BACKING OUT OF A PARKING SPACE THE VEHICLE ACCELERATED WITHOUT WARNING. AS A RESULT, TWO OTHER VEHICLES WERE DAMAGED. HOWEVER, NO INJURIES WERE SUSTAINED. A POLICE REPORT WAS TAKEN

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AT THE SCENE. THE VEHICLE WAS TOWED TO AN INDEPENDENT REPAIR SHOP AND THEN TAKEN TO THE DEALER. THE DEALER WAS UNABLE TO DUPLICATE THE PROBLEM. THE MANUFACTURER WAS CONTACTED. REPAIRS TO THE REAR END TOTALED \$7014.00 PLUS SALES TAX

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:**  
**Date of Incident:** 20060213  
**Vehicle:** 2006 TOYOTA CAMRY XLE  
**Location of Incident:** VICTORIA, TX  
**NHTSA Summary:**

As of Monday my wife was involved in a sudden acceleration incident in the Wal-Mart parking lot here in Victoria, Texas.

- She finished shopping
- Walked to the car
- Placed the key in the ignition and started the car up.
- Placed her foot on the brake (foot must be on brake to shift into reverse)
- Placed the car in reverse and lifted her foot slightly on the brake to back up.
- The ground was level so no need for her to touch the accelerator pedal
- With her foot lightly on the brake, the engine took off
- Although she was attempting to break the car, it quickly impacted the next aisle of parked vehicles.
- The first vehicle was a 1500 series chevy truck.
- The chevy truck (light in the back end) pivoted around and struck 2 other vehicles.

I believe that my wife had her foot on the brake pedal since there were NO skid marks. If she had not been attempting to brake, and instead pushing on the accelerator, there would have been skid marks from the front

tires while pushing the truck around.  
Our car has \$5,000 damage to the trunk and rear quarter panels. We are waiting for Toyota to do a formal "inspection". However, from what I have read I doubt that they will actually find anything. Our vehicle has 6,100 mileage and had no symptoms of anything amiss before the accident.

We were very lucky nobody was injured, this is a very busy Wal-Mart since Victoria's K-mart closed down a couple years back (population 60,000).

Bottom line, I don't think Toyota has owned up to a having a sudden acceleration problem and since they have no problem there isn't a need for a fix. Sincerely, Edward A Faxlanger JR.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10151122  
**Date of Incident:** 20060220  
**Vehicle:** 2004 TOYOTA TACOMA  
**Location of Incident:** CARLSBAD, CA  
**NHTSA Summary:**

2004 TOYOTA TACOMA VIN STEW72NX4Z378748 ELECTRONIC THROTTLE CONTROL SYSTEM (ETCS). ON 26 FEB 2005, 14 APR 2005, 17 APR 2005 AND 20 FEB 2005 AFTER PROLONGED DRIVING AT HIGHWAY SPEEDS WHEN STEPPING OFF THE GAS PEDAL TO MAKE A STOP THE ENGINE SPEED WOULD NOT DECREASE AND I WOULD HAVE TO APPLY BOTH FEET TO THE BRAKE PEDAL TO TRY TO SLOW DOWN, AND SWERVE TO THE SIDE TO AVOID HITTING VEHICLES IN FRONT OF ME. AFTER APPROXIMATELY 5-10 SECONDS THE ENGINE SPEED WOULD SUDDENLY DECREASE AND I COULD REGAIN CONTROL. WHILE STRUGGLING TO KEEP CONTROL DID NOT SHIFT FROM DRIVE TO NEUTRAL. IN EACH INSTANCE NO WARNING LIGHTS. BEFORE THESE 4 EVENTS OCCURRED THE ENGINE SUFFERED A CATASTROPHIC FAILURE ON 11 APR 2004 WITH ONLY 1,111 MILES. TOYOTA

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OF CARSON CITY NEVADA EFFECTED THE REPAIRS TO THE CATASTROPHIC ENGINE FAILURE BY REPLACING THE LOWER BLOCK AND THE CYLINDER HEADS AMONG OTHER COMPONENTS. I TOOK THE CAR TO TOYOTA OF CARLSBAD, CALIFORNIA ON 1 MAR 2005, 20 APR 2005, 5 MAY 2005 AND 23 FEB 2006 FOR THE SPEED CONTROL PROBLEM BUT THEY COULD NOT DUPLICATE IT AND WOULD NOT REPLACE ANY COMPONENTS. APPARENTLY THE COMPUTER DID NOT REGISTER/STORE ANY DIAGNOSTIC FAILURE CODES. I KNOW BY HAVING READ THE TOYOTA SERVICE MANUAL THAT THE ELECTRONIC CONTROL MODULE DOES NOT RECORD ALL FAILURES. I CANNOT TELL IF THIS PROBLEM WAS PRESENT WHEN THE CAR WAS BUILT OR WHETHER IT WAS INDUCED BY REPAIRS FOR THE CATASTROPHIC ENGINE FAILURE. WHAT I DO KNOW IS THAT I HAVE A SERIOUS SAFETY ISSUE. I AM VERY CONCERNED ABOUT NOT BEING ABLE TO AVOID HITTING A PEDESTRIAN OR ANOTHER VEHICLE. I HAVE EXHAUSTED ALL CONSUMER SUPPORT AVENUES WITH TOYOTA. REFERENCE NUMBER 20060224017 WITH ELOISE TOYOTA CUSTOMER SUPPORT 1-800-331-4331 TODAY 24 FEB 2006 INDICATES THAT THEY WILL NOT DO ANYTHING ELSE. I STRONGLY SUSPECT THAT THERE ARE TWO FAILURES. FIRST, THE THROTTLE BODY IS MALFUNCTIONING INTERMITTENTLY CAUSING THE PROBLEM. SECOND, THE ECM IS FAILING TO DETECT AND RECORD THE EVENT. \*NM

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10157743  
**Date of Incident:** 20060224  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** VERNON HILLS, IL  
**NHTSA Summary:**

I WAS SLOWLY TURNING LEFT INTO A PARKING SPACE AT ABOUT 3:30 P.M. WHEN MY 2005 TOYOTA CAMRY SUDDENLY, AND QUITE RAPIDLY, ACCELERATED WITHOUT ANY INPUT FROM ME. IT JUMPED A CURB, CROSSED A SIDEWALK, AND A TREE STOPPED THE CAR. IT FELT LIKE I HAD NO CONTROL OF THE CAR. ALSO, THE STEERING WAS EXTREMELY DIFFICULT. SOMEHOW, I MANAGED TO STEER THE CAR AWAY FROM THE APARTMENT BUILDING AND MY NEIGHBOR GLASS SLIDER. THE CAR TRAVELED ABOUT 30 PLUS FEET IN ITS ACCELERATION, WHEN A TREE STOPPED IT. IT LEFT ABOUT 20 FEET OF SKID MARKS. I WAS NOT HURT IN THE CRASH. THE CAR SUSTAINED DAMAGE, MAINLY TO THE FRONT BUMPER, COOLANT SYSTEM, AND HOOD, FOR APPROXIMATELY \$5,400. I FILED A COMPLAINT WITH TOYOTA CORPORATION, TORRANCE, CALIFORNIA, AND THEY INVESTIGATED THE CAR. THEY REPORTED THEY COULD FIND NOTHING WRONG WITH THE CAR, AND THERE WERE NO DESIGN FAULTS. THE TOYOTA DEALER WHERE I HAD BOUGHT THE CAMRY ADDITIONALLY TESTED THE CAR COMPUTERS, AND ALSO CALLED IN A TOYOTA FACTORY REPRESENTATIVE TO TEST THE CAR. THEY COULD FIND NOTHING WRONG WITH THE CAR. I SOLD THE CAMRY BACK TO THIS DEALER. THE CAR HAD ABOUT 5,400 MILES ON IT AT THE TIME OF THE CRASH. THE CAR HAD BEEN RUNNING WELL UNTIL THIS SUDDEN, UNEXPLAINED ACCELERATION THAT RESULTED IN A CRASH. \*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10171952  
**Date of Incident:** 20060225  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** NASHVILLE, TN  
**NHTSA Summary:**

I PURCHASED A 2006 TOYOTA RAV4 LIMITED 4 CYL IN JANUARY/FEBRUARY OF 2006. I NOTICED A PROBLEM IN ACCELERATION/HESITATION AFTER DRIVING THE VEHICLE FOR

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ABOUT A WEEK. I HAVE EXPERIENCED ACCELERATION PROBLEMS ON A DAILY BASIS. STEADY PRESSURE ON THE ACCELERATOR YIELDS NO RESPONSE, OR A STUTTER AS THOUGH THE CAR IS ABOUT TO STALL. WHEN THIS OCCURS, THE ONLY WAY TO GET THE CAR MOVING IS TO PUSH THE PEDAL ALL THE WAY TO THE FLOOR, AT WHICH POINT THE ENGINE RACES AND THE CAR SPEEDS UP. THIS HESITATION HAPPENS THROUGHOUT THE DAY. THE FIRST TIME THIS OCCURRED I WAS PULLING ONTO A MAJOR HIGHWAY FROM A SIDE STREET AND WAS NEARLY REAR-ENDED BECAUSE THE CAR SIMPLY WOULD NOT GO (UNTIL I SLAMMED THE PEDAL TO THE FLOOR). THIS IS VERY UNSAFE FOR EVERYDAY DRIVING. I REPORTED THE PROBLEM TO THE TOYOTA DEALER WHO STATED THAT THIS PROBLEM WAS "NORMAL" FOR TOYOTAS AND SOMETHING I NEEDED TO GET USED TO. THEY DID CHECKOUT THE CAR AND SAID NO ERROR CODES WERE GENERATED AND THEY WERE UNABLE TO DUPLICATE THE PROBLEM. \*NM

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10155940  
**Date of Incident:** 20060301  
**Vehicle:** 2002 TOYOTA TACOMA  
**Location of Incident:** MIDLAND, PA  
**NHTSA Summary:**

DT\*: THE CONTACT STATED THE ENGINE REVS BY ITSELF. THIS HAS OCCURRED ON FIVE SEPARATE OCCASIONS EITHER DRIVING OR PARKED. ONCE WHILE PARKED WITH THE EMERGENCY BRAKE ENGAGED THE VEHICLE REVVED. ON ANOTHER OCCASION WHILE DRIVING IT FELT AS THOUGH THE ACCELERATOR PEDAL WAS PUSHING DOWN BY ITSELF. THE VEHICLE HAS NOT BEEN TAKEN TO THE DEALERSHIP FOR INSPECTION. UPDATED 05/10/06

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10152271  
**Date of Incident:** 20060303  
**Vehicle:** 2004 TOYOTA COROLLA  
**Location of Incident:** ST. THOMAS, VI  
**NHTSA Summary:**

DROVE CAR TO WORK ON DAY OF ACCIDENT WITH NO INCIDENTS. PARKED VEHICLE FOR ABOUT 5 HOURS THEN DROVE IT AGAIN FOR ABOUT 1 HALF HOUR THEN PARK. AT 5:00 P.M. LEFT THE OFFICE TO GO HOME. ON THE WAY HOME I MADE TOW STOPS, ONE AT THE POST OFFICE AND ANOTHER AT MY SISTER'S HOUSE. UPON LEAVING MY SISTERS, I PROCEEDED TO GO UP HILL. WHEN I GOT TO THE TOP OF THE HILL WITH MY FOOT ON THE BRAKE PEDAL I PROCEEDED TO PUT THE VEHICLE IN LOW GEAR AS I AM ACCUSTOMED TO WHEN GOING DOWN A HILL WHICH I WAS ABOUT TO DO. AS I PUT THE VEHICLE IN GEAR, IT ACCELERATED TO TOP SPEED GOING DOWN THE HILL. I LOOKED DOWN TO MAKE SURE MY FOOT WAS ON THE BRAKE PEDAL...IT WAS. THE VEHICLE BEGAN RACING DOWN HILL. I APPLIED THE EMERGENCY BRAKES BUT IT DID NOT HOLD. I DECIDED TO TRY TO STEADY THE VEHICLE WITH BOTH HANDS ON THE STEERING WHEEL AS I LOST CONTROL OF THE VEHICLE TO NO AVAIL. I CRASHED INTO A PARKED VEHICLE. BOUNCED FROM SIDE TO SIDE THEN HIT A BUMP IN THE ROAD AND BECAME AIRBORNE. THE VEHICLE DROPPED IN A DITCH BOUNCED AGAIN THEN CRASHED INTO A DIRT EMBANKMENT ON THE OTHER SIDE OF THE STREET AT WHICH TIME BOTH THE DRIVER'S AND PASSENGER'S AIRBAGS DEPLOYED. ON JANUARY 6, 2006 I TOOK THE VEHICLE TO THE TOYOTA DEALER HERE ON ISLAND FOR FULL SERVICE. THE FRONT BRAKES WERE CHANGED AS INDICATED ON MY WORK ORDER AND THE BACK BRAKES WERE CLEANED AND ADJUSTED. ON MARCH 6, 2006, I WENT IN TO THE SERVICE DEPARTMENT TO REPORT

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THE ACCIDENT DESCRIBING WHAT HAPPENED. I WAS TOLD THAT THE BRAKES WERE NOT THE PROBLEM. WHEN I ASKED WHAT WOULD CAUSE THE VEHICLE TO DO SOMETHING LIKE THAT, THEY TOLD ME THEY DID NOT KNOW AND THAT THEY WOULD HAVE A SPECIALIST FROM PUERTO RICO FLY IN TO LOOK AT THE VEHICLE. I AM WAITING TO HEAR FROM THEM. \*NM

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10155719  
**Date of Incident:** 20060303  
**Vehicle:** 2005 LEXUS ES  
**Location of Incident:** LARGO, FL  
**NHTSA Summary:**

SUDDEN, UNINTENDED ACCELERATION DUE TO SIGNIFICANT THROTTLE LAG. PEDAL IS ALMOST TO THE FLOOR BEFORE CAR MOVES, AND THEN DOES SO AS IF YOU HAD DELIBERATELY PUSHED IT THAT FAR. ALSO, UPON ACCELERATION, CAR STALLS FOR ONE TO TWO SECONDS BEFORE ENGAGING. THIS HAS CAUSED SEVERAL NEAR COLLISIONS, ONE WITH A DUMP TRUCK. LEXUS CLAIMS THIS IS "OPERATING AS DESIGNED." \*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10153523  
**Date of Incident:** 20060308  
**Vehicle:** 2004 TOYOTA TACOMA  
**Location of Incident:** FOUNTAIN VALLEY, CA  
**NHTSA Summary:**

AT A STOP, VEHICLE DOES NOT ACCELERATE AFTER DEPRESSING THE GAS PEDAL. 2 OCCASIONS NEARLY CAUSED AN ACCIDENT. ALSO, AT CRUISING SPEEDS (60-70 MPH) VEHICLE WILL DECELERATE WITHOUT ANY CHANGE IN PRESSURE TO THE GAS PEDAL. \*NM

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10152689  
**Date of Incident:** 20060314  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** TULSA, OK  
**NHTSA Summary:**

DT\*: THE CONTACT STATED THE VEHICLE HAS LURCHED FORWARD SIX TIMES SINCE PURCHASE. THIS HAPPENS WITH THE BRAKE PEDAL DEPRESSED AND WITH THE VEHICLE AT A STOP OR WHILE TRAVELING. THE VEHICLE HAS BEEN TO THE DEALERSHIP, BUT THE PROBLEM COULD NOT BE DUPLICATED. THE MANUFACTURER HAS BEEN ALERTED.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10153712  
**Date of Incident:** 20060318  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** EASTON, PA  
**NHTSA Summary:**

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WHILE ROLLING TO A STOP BETWEEN TRAFFIC SIGNALS FOOT OFF THE GAS PEDAL MY VEHICLE SUDDENLY REVVED ITSELF UP AND BOLTED FORWARD CREATING A 3 VEHICLE ACCIDENT. I HIT THE BRAKE WHEN I FELT THE INITIAL SURGE, BUT STILL HIT THE VEHICLE IN FRONT. SEAT BELTS WERE WORN IN EACH VEHICLE AND MY AIRBAG DIDN'T DEPLOY. MY VEHICLE HAS SUFFERED OVER \$4,500 IN DAMAGE AND WON'T RUN WHILE IT SITS AT AN AUTO BODY SHOP, THE NOSE AND BUMPER ARE BADLY DAMAGED. I WAS TOLD THIS SOUNDS LIKE "UNINTENTIONAL ACCELERATION" . THE VEHICLE IS AWAITING THE PARTS FOR REPAIRS. \*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10153234  
**Date of Incident:** 20060319  
**Vehicle:** 2005 TOYOTA TUNDRA  
**Location of Incident:** KING GEORGE, VA

**NHTSA Summary:**  
 CRUISE CONTROL DOWN SHIFTS TWO GEARS ON SLIGHT UPGRADES. EVEN ELEVATION CHANGES OF LESS THAN FIFTY FEET ON THE HIGHWAY CAN TRIGGER THIS. THE SUDDEN UNINTENDED APPLICATION OF FULL THROTTLE ACCELERATION IS ALARMING AND DANGEROUS. THIS SURGE OR POWER ALWAYS RESULT IN THE CRUISE CONTROL SURGING PAST THE SET SPEED USUALLY BY FIVE MILES PER HOUR. DEPENDING ON TERRAIN THIS CAN HAPPEN AS OFTEN AS EVERY TWENTY SECONDS! \*NM

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10154310  
**Date of Incident:** 20060321  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** COSTA MESA, CA

**NHTSA Summary:**  
 3 INCIDENTS OF SUDDEN ACCELERATIONS, THE LAST ONE CAUSING PROPERTY DAMAGE. THE DEALER SAID NOTHING WRONG WITH CAR. I FOUND MANY OTHER PEOPLE ON-LINE THAT HAD SAME PROBLEM. SOMEONE IS GOING TO GET KILLED IN A CROSSWALK OR PARKING LOT. I'M AFRAID TO DRIVE IT OR SELL IT TO ANOTHER WITH THIS PROBLEM. \*NM

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10154294  
**Date of Incident:** 20060325  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** BROAD RUN, VA

**NHTSA Summary:**  
 SUDDEN ACCELERATION OF OUR 2004 TOYOTA CAMRY XLE AFTER SLOWING DOWN AND MAKING A 100 DEGREE RIGHT TURN INTO THE GARAGE. THE CAR ACCELERATED ON ITS OWN FOR 90 FEET, SIDE-SWIPED OUR JEEP PARKED IN THE GARAGE, AND THEN TOOK OUT THE LOAD BEARING WALL AT THE REAR RIGHT OF THE GARAGE. CAR HAS 16K MILES ON IT AND HAS BEEN GARAGED AT ALL TIMES. INSURANCE ADJUSTER SAYS THERE APPEARS TO BE A PROBLEM, BUT CANNOT FIGURE IT OUT SINCE THIS IS CAR RELIES ON ELECTRONIC CONTROL THROUGHOUT. \*NM

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10153776  
**Date of Incident:** 20060326  
**Vehicle:** 2004 TOYOTA COROLLA  
**Location of Incident:** MERRIAM, KS

**NHTSA Summary:**  
 DT\*: THE CONTACT STATED WHILE PLACING THE ENGINE INTO DRIVE, THE ENGINE REVVED HIGH AND THE VEHICLE SUDDENLY ACCELERATED. THE BRAKE PEDAL WAS DEPRESSED WHEN THE VEHICLE CRASHED INTO A BRICK GARAGE WITH NO PRIOR WARNING. THE VEHICLE SUSTAINED DAMAGE TO THE FRONT WITH ADDITIONAL DAMAGE TO THE GARAGE. THE POLICE WERE NOT CONTACTED SINCE THIS HAPPENED ON PRIVATE PROPERTY. THE VEHICLE REMAINS AT THE SCENE OF THE INCIDENT AND HAS NOT BEEN INSPECTED.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10154549  
**Date of Incident:** 20060403  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** BOYNTON BEACH, FL

**NHTSA Summary:**  
 I WAS PARKED IN A STRIP MALL WHERE I HAD JUST PICKED UP SOME DRY CLEANING. I ENTERED MY CAR, A 2003 TOYOTA CAMRY XLE, AND STARTED THE ENGINE. I THEN PUT THE CAR IN REVERSE GEAR, AND REMOVED MY FOOT FROM THE BRAKE. THE CAR SUDDENLY ACCELERATED IN REVERSE, AND WENT TOTALLY OUT OF CONTROL, HITTING ANOTHER CAR PARKED ACROSS FROM MINE AND CONTINUED IN A SOMEWHAT CIRCULAR PATH UNTIL I WAS ABLE TO APPLY THE BRAKE AND COME TO A STOP. I HAVE CALLED NHTSA TODAY AND WAS TOLD THAT THERE HAVE BEEN 83 PREVIOUS COMPLAINTS FOR THIS VEHICLE UNDER "VEHICLE SPEED CONTROL," AND 15 COMPLAINTS UNDER "VEHICLE SPEED CONTROL, ACCELERATOR PEDAL." I HAVE ALSO CALLED TOYOTA MOTOR SALES (1 800 331-4331) AND WAS TOLD THAT THEY WOULD MAKE AN APPOINTMENT WITH A NEARBY TOYOTA DEALER TO HAVE MY CAR INSPECTED FOR ANY DEFECTS. I HAVE ALSO GONE TO A AUTO BODY SHOP WHERE THE DAMAGES TO MY CAR HAVE BEEN ESTIMATED AT \$3,879.13. IN ADDITION, THE POLICE ARRIVED AT THE SCENE AND I WAS CITED FOR "CARELESS DRIVING," AND PAID A FINE OF \$107.70. I AM ALSO BEEN REQUIRED TO ATTEND A 4 HOUR TRAFFIC SCHOOL WHERE THE FEE IS \$35.95. I WISH TO HAVE THIS MATTER INVESTIGATED.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10296058  
**Date of Incident:** 20060412  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** DANIELSVILLE, GA

**NHTSA Summary:**  
 TL\* THE CONTACT OWNS A 2006 TOYOTA CAMRY. THE VEHICLE WOULD HESITATE WHEN APPLYING PRESSURE ON THE ACCELERATOR PEDAL, AND THEN LURCH FORWARD. THE VEHICLE HAS BEEN TAKEN TO THE DEALER MULTIPLE TIMES. THE TECHNICIANS STATED THAT THEY COULD NOT PROVIDE A REMEDY BECAUSE IT WAS A COMPUTER FAILURE BETWEEN THE ACCELERATOR PEDAL AND THE MOTOR. THE FAILURE MILEAGE WAS 4500. THE CURRENT MILEAGE WAS 40,000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10155701  
**Date of Incident:** 20060414  
**Vehicle:** 2006 TOYOTA TUNDRA  
**Location of Incident:** ALEXANDRIA, VA

**NHTSA Summary:**  
 2006 TUNDRA - HAVE HAD TRUCK ONLY 2 WEEKS AND TOOK ROAD TRIP. WHEN USING CRUISE CONTROL AND STARTING UP A MODEST HILL VEHICLE WILL KICK DOWN FROM OVERDRIVE INTO DRIVE, EVEN THOUGH W/O CRUISE VEHICLE CAN HANDLE HILL FINE IN OVERDRIVE. THIS WILL BRING RPMS FROM 2000 TO 3000. THIS IS MERELY ANNOYING. SOMETIMES WILL KICK DOWN PAST DRIVE AND INTO 3RD GEAR, BRINGING RPMS TO 5000 AND CAUSE THE VEHICLE TO ACCELERATE RAPIDLY ON HILL. THIS SEEMS UNSAFE, ESPECIALLY IN CROWDED OR WET CONDITIONS. HAVE FOUND NUMEROUS COMPLAINTS FROM OTHER TUNDRA OWNERS ONLINE. ALL SAY DEALER AND TOYOTA CLAIM THIS IS "NORMAL." TOYOTA CORPORATE OFFICE TOLD ME THEY CONSIDER THIS "NORMAL." AND RECOMMEND I NOT USE CRUISE CONTROL IN HILLY AREAS. MUST NOT HAVE HILLY AREAS WHERE TOYOTA ENGINEERS LIVE. \*NM

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10168685  
**Date of Incident:** 20060415  
**Vehicle:** 2004 TOYOTA CAMRY SOLARA  
**Location of Incident:** SAN FRANCISCO, CA

**NHTSA Summary:**  
 THROTTLE LAG AT LOW SPEED AND FROM STOP IS INCONSISTENT AND HAS BEEN THE CAUSE FOR SEVERAL CLOSE CALLS WHEN PULLING INTO TRAFFIC. SOME INSTANCES HAVE BEEN SEVERAL SECONDS BEFORE ACTUAL THROTTLE RESPONSE. DRIVER HAS TO USE HARDER ACCELERATION TO COMPENSATE WHEN THIS HAPPENS. THIS IS A SAFETY ISSUE THAT TOYOTA IS AWARE OF BUT DECLINES TO ADMIT IT IS A PROBLEM. DRIVER IS VERY CONCERNED THAT THIS ISSUE WILL BE CAUSE OF AN ACCIDENT. WAS PROVIDED SUPPOSED "UPDATE" TO CAR COMPUTER. BUT SAME PROBLEM EXISTS. DEALERSHIP STATED THAT "UPDATE" DOES NOT HELP ENTIRELY. \*NM

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10162826  
**Date of Incident:** 20060420  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** TAMPA, FL

**NHTSA Summary:**  
 VEHICLE SPEED CONTROL: THE RAV4 HAS SOME SPEED CONTROL PROBLEMS. SOMETIMES, IT DOES NOT DOWN-SHIFT PROPERLY. THEN, SUDDENLY IT DOWN SHIFTS AND ACCELERATES EXTREMELY. THERE IS NO CERTAIN WAY OF CONTROLLING THE SHIFT. IT MAY CREATE HAZARDOUS SITUATIONS ESPECIALLY MERGING TO THE TRAFFIC. \*NM

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10264135

**Date of Incident:** 20060422  
**Vehicle:** 2006 TOYOTA CAMRY SOLARA  
**Location of Incident:** CHANDLER, AZ

**NHTSA Summary:**  
 I OWN A 2006 SOLARA SLE 6CY. AND THE CAR HESITATES WHEN ACCELERATING (SUCH AS MERGING INTO TRAFFIC). TOYOTA HAS KNOWLEDGE OF THIS VERY PROBLEM ALONG WITH THE DEALERSHIPS AND ALL THAT NEEDS TO BE DONE IS A REFLASH. THE PROBLEM HAS TO DO WITH THE CAR'S ONBOARD COMPUTER. SO WHEN THEY PUT AN UPDATE IN THE COMPUTER IT IS CALLED REFLASHING. IF ENOUGH PEOPLE COMPLAIN OR IF SOMEONE IS KILLED THEY MIGHT FIND THE TIME TO TAKE CARE OF THIS. SO WHEN I AND MANY OTHERS TAKE THE TIME TO ADVISE TOYOTA AND THE DEALERSHIPS, I FEEL THEY SHOULD TAKE THE TIME TO ADDRESS THIS PROBLEM. PLEASE HELP ADDRESS THIS PROBLEM BY FILING A COMPLAINT AND ALSO BY CALLING TOYOTA. MAYBE WE CAN FINALLY GET THE HESITATION PROBLEM TAKEN CARE OF. \*TR THANK YOU. JJ

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10273487  
**Date of Incident:** 20060424  
**Vehicle:** 2004 TOYOTA COROLLA  
**Location of Incident:** SIMMI, CA

**NHTSA Summary:**  
 TL\*THE CONTACT OWNS A 2004 TOYOTA COROLLA. THE CONTACT STATED THAT THE VEHICLE ACCELERATED ON ITS OWN. THE CONTACT TOOK THE VEHICLE TO THE DEALER AND THEY KEPT IT OVERNIGHT. THEY FOUND NO FAILURES WITH THE VEHICLE. THE FAILURE RECURRENT AND THE VEHICLE WAS TAKEN BACK TO THE DEALER. ONCE AGAIN, NO FAILURES WERE FOUND. ON ONE OCCASION, THE VEHICLE ACCELERATED AND STRUCK ANOTHER VEHICLE. THE OCCUPANTS IN THE OTHER VEHICLE WERE INJURED AND THE CONTACT SUSTAINED CHEST PAIN FROM THE SEAT BELT. A POLICE REPORT WAS FILED. THE VEHICLE WAS TAKEN TO THE DEALER AND THEY MADE REPAIRS. THE CONTACT DID NOT FEEL SAFE DRIVING THE VEHICLE; THEREFORE, IT WAS REPLACED WITH A 2006 COROLLA. CURRENTLY, THE 2006 COROLLA IS EXPERIENCING THE SAME FAILURES AS THE 2004 MODEL. THE DEALER STATED THAT SHE COULD BRING IN THE VEHICLE AND PAY \$98 PER HOUR FOR A DIAGNOSTIC. THE CONTACT IS AFRAID TO DRIVE THE VEHICLE. THE FAILURE AND CURRENT MILEAGES WERE 22,000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10156567  
**Date of Incident:** 20060427  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** TRUJILLO ALTO, PR

**NHTSA Summary:**  
 ON APRIL 27, 2006 MY DAD STARTED THE ENGINE TO GO TO CHURCH AND THE CAR ACCELERATED IN PARKING POSITION. CAR WAS TURNED OFF AND STARTED AGAIN, ONCE STARTED IT DROVE FINE. THE SAME DAY WHEN MY DAD WAS COMING FROM CHURCH HE STARTED THE CAR AND WHEN HE PUT IT IN DRIVE THE CAR ACCELERATED ITSELF AND ITT BOLTED OUT AND WENT OVER A PILE OF SAND THAT WAS ON THE SIDE ON THE ROAD. THE CAR FLIPPED AND STOPPED AGAINST THE FENCE OF A HOUSE. THE AIR BAGS DID NOT DEPLOY. MY DAD WAS TAKEN TO THE HOSPITAL AND THE CAR WAS A TOTAL LOSS. HE WAS LUCKY TO HAVE HIS SEAT BELT ON. I'VE REVIEWED OTHER COMPLAINTS AND IT SEEMS TO ME THAT THIS HAS HAPPENED TOO MANY TIMES TO JUST

BE A RANDOM DEFECT. I HOPE THIS ACCIDENT IS INVESTIGATED TO AVOID UNNECESSARY DEATHS DUE TO THIS PROBLEM. \*JB  
Additional Summary:

**Toyota ID No:**  
**NHTSA ODI No:** 10156846  
**Date of Incident:** 20060428  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** SOUTH RUSSELL, OH

**NHTSA Summary:**  
DT\*: THE CONTACT STATED WHILE DRIVING 25 MPH DEPRESSING THE BRAKE PEDAL THE VEHICLE ACCELERATED. THIS OCCURRED FOUR TIMES. THE FIRST 3 TIMES THE VEHICLE WAS STOPPED WITH EXCESSIVE PRESSURE TO THE BRAKE PEDAL. THE LAST TIME THE VEHICLE STRUCK A POLE. THERE WAS A POLICE REPORT TAKEN AT THE SCENE OF THE ACCIDENT. THE VEHICLE WAS TOWED TO AN INDEPENDENT REPAIR SHOP FOR BODY REPAIRS CAUSED BY THE CRASH. WHEN THE VEHICLE WAS INSPECTED THE FIRST THREE TIMES DIAGNOSTIC TESTING DID NOT IDENTIFY ANY CODES. ALSO, WHILE CARRYING 125 POUNDS OF BIRD SEED IN THE TRUNK, THE VEHICLE BEGAN TO VEER TO THE LEFT ON A SLUSHY ROAD. WHEN THE BIRD SEED WAS MOVED TO THE FRONT PASSENGER SEAT THE VEHICLE OPERATED NORMALLY. THE MANUFACTURER WAS ALERTED. UPDATED 7/11/2006 - THE CONSUMER REPORTED THESE INCIDENTS TO THE DEALER BUT THEY TOLD THE CONSUMER THAT NOTHING WAS WRONG. \*NM  
Additional Summary:

**Toyota ID No:**  
**NHTSA ODI No:** 10157467  
**Date of Incident:** 20060430  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** CENTENNIAL, CO

**NHTSA Summary:**  
I WAS DRIVING INTO THE AUTOMATIC CAR WASH, SLOWED TO GO UP SLIGHT RAMP TO TOP. GAVE THE CAR A LITTLE GAS AND IT STARTED REVING, DID NOT STOP WHEN BRAKE PEDAL PUSHED, JUMPED THE TRACK AND HIT THE SIDE OF THE CAR WASH. THE CAR WAS ABLE TO BE MOVED TO OUTSIDE CARWASH, STILL REVING BUT WAS ABLE TO STOP AND TURN OFF THE ENGINE. THE FRONT BUMPER AND DRIVER'S SIDE FRONT FENDER WERE REPLACED, AND SUSPENSION DAMAGE REPAIRED. \*NM  
Additional Summary:

**Toyota ID No:**  
**NHTSA ODI No:** 10294385  
**Date of Incident:** 20060504  
**Vehicle:** 2002 LEXUS RX300  
**Location of Incident:** SHAVER TOWN, PA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2002 RX300 LEXUS. WHILE DRIVING 55 MPH ON A HILL, THE VEHICLE ACCELERATED ON ITS OWN AND THE PEDAL WAS STUCK TO THE FLOOR. SHE WAS ONLY ABLE TO STOP THE VEHICLE AFTER SHIFTING INTO NEUTRAL GEAR. THE CONTACT SHUT THE ENGINE OFF AND ATTEMPTED TO EXIT THE VEHICLE; HOWEVER, THE DOORS FAILED TO OPEN UNTIL SHE RESTARTED THE VEHICLE. THERE WAS A LOUD NOISE PRESENT IN THE ENGINE AFTER RESTARTING THE VEHICLE; HOWEVER, THE VEHICLE BEGAN MOVING IN REVERSE. THE VEHICLE WAS TOWED TO THE DEALER WHERE THE VEHICLE WAS PURCHASED. THE DIAGNOSTIC COMPUTER TEST INDICATED

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THAT THERE WAS NOTHING WRONG WITH THE VEHICLE. THE DEALER STATED THAT THE FLOOR MATS COULD HAVE CAUSED THE FAILURE; ALTHOUGH, THE HOOKS WERE SECURELY FASTENED ONTO THE FLOOR MATS. THE FAILURE OCCURRED ON ONE OCCASION. THE FAILURE MILEAGE WAS 43,433 AND THE CURRENT MILEAGE WAS 73,000.  
Additional Summary:

**Toyota ID No:**  
**NHTSA ODI No:** 10179066  
**Date of Incident:** 20060507  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** MERCER, WI

**NHTSA Summary:**  
TL\* - THE CONTACT STATED THE HE OWNS A 2006 TOYOTA RAV4. WHILE DRIVING HIS VEHICLE AT 5 MPH AND HE WAS TRIED TO COME TO A STOP WHEN THE VEHICLE ACCELERATED. THE CONTACT STATED THAT THIS HAPPENED 3 TIMES BEFORE HE TOOK THE VEHICLE TO DEALERSHIP. THE DEALERSHIP DID RUN A COMPUTER DIAGNOSTIC AND FOUND NO ERRORS. THE CONTACT STATED THAT THE VEHICLE RAN FINE FOR A WHILE AND ON 12/29/06 WHILE DRIVING THE VEHICLE TRIED TO MAKE A TURN AND TO STOP WHEN THE VEHICLE ACCELERATED AGAIN. HE STATED THAT THIS HAS HAPPENED 4 TIMES THAT DAY. THE CONTACT STATED THAT THE SECOND TIME THE VEHICLE WOULD NOT COME TO A STOP AND RAN INTO STAIRS WHICH DAMAGED THE GUARD THAT PROTECTS THE BUMPER. THE CONTACT CALLED TOYOTA'S REGIONAL OFFICE IN CHICAGO. THE CONTACT MET AN INVESTIGATOR AT A DEALERSHIP TO RUN MORE DIAGNOSTIC TESTING. THE CONTACT STATED THAT THE INVESTIGATOR FOUND NOTHING WRONG WITH THE VEHICLE, BUT IS WAITING FOR THE OFFICIAL TEST RESULTS. \*JB THE CONSUMER STATED THE THIRD TIME THE INCIDENT HAPPENED, HE RAN INTO A DECK AND CAUSED DAMAGE TO THE VEHICLE. UPDATED 03/07/07\*JB  
Additional Summary:

**Toyota ID No:**  
**NHTSA ODI No:** 10157726  
**Date of Incident:** 20060508  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** GREENSBORO, NC

**NHTSA Summary:**  
DT\*: THE CONTACT STATED THE VEHICLE ACCELERATED OUT OF CONTROL 3 TIMES WHEN PULLING INTO A PARKING SPACE. THE CONSUMER NEVE RHIT ANOTHE RPERSON OR CAR. SHE LID IN A RETIREMENT HOME WITH OTHERS WHO PARK IN A CROWDED LOT. THE CONTACT BELIEVED THAT A DEFECT CAUSED THESE THREE INCIDENTS. UPDATED 06/01/2006. \*AK \*TS  
Additional Summary:

**Toyota ID No:**  
**NHTSA ODI No:** 10158514  
**Date of Incident:** 20060509  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** ALEXANDRIA, VA

**NHTSA Summary:**  
DT\*: THE CONTACT STATED WHILE DRIVING SLOWLY AT 1 MPH WIT FOOT ON THE BRAKE PEDAL, THE VEHICLE ACCELERATED SUDDENLY CAUSING AN ACCIDENT. THE VEHICLE CRASHED INTO THREE OTHER VEHICLES CAUSING PROPERTY DAMAGE. THE SEAT BELTS WERE IN USE AT THE TIME. THE AIR BAGS DID NOT DEPLOY. THERE WERE NO PROBLEMS

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PRIOR TO THIS ACCIDENT. THE VEHICLE WAS TOWED TO LOCAL DEALERSHIP WHERE THEY WERE UNABLE TO DUPLICATE THE PROBLEM. THE VEHICLE HAS BEEN INSPECTED BY TOYOTA. THE POLICE WERE ALERTED TO THE SCENE AND A REPORT WAS FILED. UPDATED 6/19/2006 - \*NM  
Additional Summary:

**Toyota ID No:**  
**NHTSA ODI No:** 10157456  
**Date of Incident:** 20060512  
**Vehicle:** 2005 LEXUS LS430  
**Location of Incident:** NOKOMIS, FL

**NHTSA Summary:**  
DT\*: THE CONTACT STATED WHILE ATTEMPTING TO APPLY PRESSURE TO THE ACCELERATOR PEDAL AT LOW SPEEDS, THE VEHICLE HESITATED. THE VEHICLE HAS BEEN TAKEN TO THE DEALERSHIP THREE TIMES. THEY DETERMINED IT WAS A DESIGN ISSUE. THE MANUFACTURER WAS ALERTED.  
Additional Summary:

**Toyota ID No:**  
**NHTSA ODI No:** 10286649  
**Date of Incident:** 20060515  
**Vehicle:** 2005 TOYOTA MATRIX  
**Location of Incident:** COLUMBUS, OH

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2005 TOYOTA MATRIX. WHILE DRIVING 15 MPH AND MAKING A RIGHT TURN HE EXPERIENCED UNINTENDED VEHICLE ACCELERATION. HE WAS ABLE TO RESUME NORMAL OPERATION AFTER REPEATED BRAKING ATTEMPTS. HE EXPERIENCED IDENTICAL FAILURE ON THREE OCCASIONS. THE FAILURE MILEAGE WAS 40,000 AND THE CURRENT MILEAGE WAS 65,000.  
Additional Summary:

**Toyota ID No:**  
**NHTSA ODI No:** 10158098  
**Date of Incident:** 20060521  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** WOODINVILLE, WA

**NHTSA Summary:**  
DT\*: THE CONTACT STATED AFTER BEING PARKED IN A PARKING LOT FOR 2 HOURS AND 15 MINUTES, THE VEHICLE WAS STARTED. IT WAS PLACED IN REVERSE AND THE ACCELERATOR PEDAL WAS DEPRESSSED. WHILE THE ACCELERATOR PEDAL WAS DEPRESSSED, THE VEHICLE PROCEEDED AT AN EXCEPTIONAL SPEED. IN AN ATTEMPT TO STOP THE MOMENTUM OF THE VEHICLE, THE CONTACT PLACED THE VEHICLE INTO NEUTRAL. DURING THE INCIDENT, THE VEHICLE MADE AN EXTREMELY LOUD NOISE AS IF THE VEHICLE WAS TRAVELING AT 100 MPH. THE BRAKES WERE USED TO STOP THE VEHICLE. THE KEY WAS TURNED TO THE OFF POSITION AND THE VEHICLE WAS LATER DRIVEN HOME. THE VEHICLE IS CURRENTLY AT THE SERVICE DEALER FOR INSPECTION.  
Additional Summary:

**Toyota ID No:**  
**NHTSA ODI No:** 10158040  
**Date of Incident:** 20060522

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**Vehicle:** 2005 TOYOTA MATRIX  
**Location of Incident:** WEST END, NC

**NHTSA Summary:**  
DT\*: THE CONTACT STATED WHILE ATTEMPTING TO APPLY PRESSURE TO THE ACCELERATOR PEDAL THE VEHICLE LURCHED FORWARD. THE DEALERSHIP DETERMINED IT WAS THE LACK OF LUBRICATION TO THE ACCELERATOR PEDAL THAT CAUSED THE PROBLEM. THE MANUFACTURER WAS NOT ALERTED. UPDATED 7/13/2006 - \*NM  
Additional Summary:

**Toyota ID No:**  
**NHTSA ODI No:** 10166526  
**Date of Incident:** 20060528  
**Vehicle:** 2006 TOYOTA COROLLA  
**Location of Incident:** KILL DEVIL HILLS, NC

**NHTSA Summary:**  
ON MAY 28, 2006, WHILE ATTEMPTING TO MAKE A ROUTINE STOP IN A COMMERCIAL LOT, THE ENGINE OF THE CAR REVVED, THE CAR ACCELERATED AND JUMPED THE CONCRETE STOP AT THE END OF THE PARKING SPACE AND CRASHED INTO A TREE CAUSING EXTENSIVE DAMAGE ALONG THE DRIVER'S SIDE OF THE CAR. THE CAR WAS TOWED TO THE DEALERSHIP WHO MADE THE REPAIRS. THE DEALERSHIP FROM WHOM I BOUGHT THE CAR INDICATED VERBALLY THAT NOTHING WAS WRONG WITH THE ENGINE. I AM CERTAIN THAT HUMAN ERROR DID NOT PLAY A PART IN THE CAR'S SUDDEN ACCELERATION. \*JB  
Additional Summary:

**Toyota ID No:**  
**NHTSA ODI No:** 10196913  
**Date of Incident:** 20060601  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** STONY POINT, NY

**NHTSA Summary:**  
2003 TOYOTA CAMRY FAULTY ACCELERATION CUSTOMER STATES VEHICLE ACCELERATED OUT OF CONTROL AND CAUSED HER TO HIT ANOTHER CAR AND A HOUSE\*\*SB \*JB SEE ALSO 10183782 \*SY  
Additional Summary:

**Toyota ID No:**  
**NHTSA ODI No:** 10159293  
**Date of Incident:** 20060601  
**Vehicle:** 2002 LEXUS ES  
**Location of Incident:** CHULA VISTA, CA

**NHTSA Summary:**  
WHEN MY VEHICLE IS IMMEDIATELY PUT IN DRIVE GEAR FROM REVERSE GEAR, FOOT TAKEN OFF THE BRAKE AND TAP THE GAS PEDAL, MY VEHICLE SURGES FORWARD AS IF IT IS IN FULL THROTTLE. AS RESULT, MY VEHICLE JUMPED THE CURB AND IMPACTED A BRICK WALL. I SUFFERED A BLOODY NOSE AND A CUT ON MY HAND. THE VEHICLE SUFFERED FRONTAL DAMAGE AND IS UNDRIVEABLE. I HAVE CONTACTED THE AUTO MANUFACTURER. THEY WILL TOW AND INSPECT IT. \*JB  
Additional Summary:

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**Toyota ID No:**  
**NHTSA ODI No:** 10288979  
**Date of Incident:** 20060601  
**Vehicle:** 2006 TOYOTA TUNDRA  
**Location of Incident:** HARVEST, AL  
**NHTSA Summary:**  
 TL\* THE CONTACT OWNS A 2006 TOYOTA TUNDRA. THE DRIVER-SIDE ALL WEATHER FLOOR-MAT BECAME STUCK UNDERNEATH OF THE ACCELERATOR PEDAL. THE VEHICLE THEN ACCELERATED UP TO 110 MPH. HE TURNED THE VEHICLE OFF AND THEN BACK ON, PULLED THE EMERGENCY BRAKE, AND THEN PRESSED ON THE BRAKE PEDAL. BUT THE VEHICLE WOULD NOT STOP. IT TOOK 1/4 OF A MILE TO STOP THE VEHICLE. AFTER HE DISCONTINUED VEHICLE OPERATION HE REMOVED THE FLOOR MAT FROM UNDER THE ACCELERATOR PEDAL. HE CONTACTED THE DEALER, BUT THEY DID NOT IDENTIFY A REMEDY. THE CURRENT MILEAGE WAS 30,000. THE FAILURE MILEAGE WAS 3,000.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10164477  
**Date of Incident:** 20060603  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** BLUE BELL, PA  
**NHTSA Summary:**  
 DT\*: THE CONTACT STATED WHILE EXITING THE DRIVE WAY THE VEHICLE SUDDENLY ACCELERATED WITHOUT WARNING. THERE WAS A CRASH WITH AN ONCOMING VEHICLE BEFORE IT STALLED IN THE YARD ACROSS THE STREET. A POLICE REPORT WAS FILED AND THERE WAS PROPERTY DAMAGE. THE VEHICLE WAS TOWED TO AN INDEPENDENT REPAIR SHOP WHO REPAIRED THE DAMAGES TO THE BODY OF THE VEHICLE. THE DEALER HAS NOT BEEN ALERTED.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10160863  
**Date of Incident:** 20060607  
**Vehicle:** 2001 TOYOTA CAMRY  
**Location of Incident:** ELMWOOD PARK, IL  
**NHTSA Summary:**  
 AT APPROXIMATELY 2:30 PM, MY SON WAS BACKING OUT OF OUR DRIVEWAY IN OUR 2001 4 CYLINDER CAMRY. HE PLACED THE CAR IN REVERSE AND THE CAR SHOT BACKWARD AT VERY HIGH SPEED, COMPLETELY OUT OF CONTROL. THE CAR TRAVELED ABOUT 65 FEET ACROSS OUR NARROW SIDE STREET, WHERE THE CAR SIDE-SWIPE A CEMENT WORKER'S TRUCK AND SUBSTANTIALLY SLOWED DOWN FOR ABOUT 1 SECOND DUE TO THE CONTACT. MY SON WAS ATTEMPTING TO PULL THE ACCELERATOR UP WITH HIS FOOT WHILE THE CAR WAS SIDE-SWIPE, THINKING THAT THE ACCELERATOR HAD JAMMED, WHEN THE CAR BROKE AWAY FROM THE SIDE-SWIPE AND AGAIN SHOT OUT AT UNCONTROLLABLE SPEED. THE CAR HAD BEEN STEERED SLIGHTLY TO THE DRIVER'S LEFT, SO THE CAR PROCEEDED IN A SEMI-CIRCLE ANOTHER 75 FEET, BACK ACROSS THE CURB OVER OUR LAWN THROUGH AND OVER APPROXIMATELY 1 FOOT HIGH LANDSCAPING STONE AND CAME TO A REST INCHES FROM OUR HOUSE, ONLY AFTER MY SON PULLED UP THE PARKING BRAKE AND SOMEHOW THREW THE CAR INTO PARK I'VE GONE THROUGH TOYOTA REGIONAL IN AURORA, IL - THEY SENT THEIR ENGINEER WHO PERFORMED A NON-ROAD TEST ON THE CAR AT THE BODY SHOP, FOUND NOTHING WRONG. THEREAFTER, ONE OF MY CO-WORKERS DID SOME WEB SEARCH AND DISCOVERED THE CONCEPT OF "SUDDEN ACCELERATION", THE RECALL ON THE 2001 6

CYLINDER TOYOTAS AND THE NHTSA INQUIRIES ON THE 2002-04 MODELS. TOYOTA REFUSES TO DO ANYTHING OTHER THAN HAVE THEIR ENGINEER MEET ME TO DO A ROAD TEST AFTER THE BODY WORK IS FIXED. I AM SHOCKED AND STUNNED AT TOYOTA'S LACK OF CONCERN ON SUCH AN OBVIOUS SAFETY ISSUE. I HAVE MORE, BUT HAVE EDITED THIS TO COMPLY WITH THE 2000 CHARACTER REQUIREMENT. PLEASE CONTACT ME. \*NM  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10160012  
**Date of Incident:** 20060609  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** NILES, IL  
**NHTSA Summary:**  
 DT\*: THE CONTACT STATED WHILE DRIVING 7 MPH IN HEAVY STOP AND GO TRAFFIC WITH THE BRAKES APPLIED, THE VEHICLE ACCELERATED INTO THE REAR OF ANOTHER VEHICLE. THE CONTACT WAS WEARING A SEAT BELT AND NO INJURIES WERE SUSTAINED. MINOR DAMAGE WAS SUSTAINED TO THE VEHICLE. THE POLICE WERE ON THE SCENE AND A REPORT WAS TAKEN. THE VEHICLE WAS NOT INSPECTED BY A DEALER. UPDATED 7/13/2006 - THIS ACCELERATION PROBLEM OCCURRED 6-7 TIME PRIOR TO THIS ACCIDENT. \*NM  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10159869, 10161408  
**Date of Incident:** 20060610  
**Vehicle:** 2005 TOYOTA HIGHLANDER  
**Location of Incident:** ELLWOOD CITY, PA  
**NHTSA Summary:**  
 I DROVE UP HILL, SLOWED, TURNED, AND PULLED BEHIND TRUCK TO PARK OFF THE SIDE OF THE ROAD. THIS WAS ALSO UPHILL. THE CAR WAS STOPPED, I WENT TO PUT MY FOOT ON THE BRAKE TO SHIFT INTO PARK, AND THE CAR FOR SOME REASON ACCELERATED WILDLY (LOUD ROARING OF ENGINE). IT THEN LURCHED FORWARD VERY FAST AND SLAMMED INTO THE TRUCK THAT WAS IN FRONT OF ME. I HAD NO POWER TO STOP IT. THIS INCIDENT WAS COMPLETELY OUT OF MY CONTROL. I HAVE HAD PROBLEMS IN THE PAST WITH THIS VEHICLE WITH SEVERE HESITATION. I HAVE ALSO HAD A HESITATION, FOLLOWED BY EXTREME ACCELERATION. I DID FILE A COMPLAINT PREVIOUSLY. THIS IS A VERY DANGEROUS CONDITION. IT COULD HAVE BEEN A CHILD I HIT INSTEAD OF A TRUCK. THE DEALER SAYS THEY CANT FIND A PROBLEM WITH MY CAR. THIS IS A SPORADIC OCCURRENCE, BUT IT SHOULDN'T HAPPEN AT ALL. \*NM  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10162657  
**Date of Incident:** 20060611  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** BURLINGTON, MA  
**NHTSA Summary:**  
 2003 TOYOTA COROLLA LE REVVED UP WHEN BRAKES WERE APPLIED. \*KB THE CONSUMER HAD TO APPLY A GOOD AMOUNT OF PRESSURE TO THE PEDAL AND EVENTUALLY, HE SHIFTED THE GEAR INTO NEUTRAL. THE VEHICLE CAME TO A SAFE STOP AND THE VERY FAST IDLE WHICH MAY HAVE LASTED FOR 10 SECONDS HAD

RETURNED TO NORMAL. THE DEALER WAS UNABLE TO DUPLICATE WHAT THE CONSUMER HAD EXPERIENCED. \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10159876, 10159874  
**Date of Incident:** 20060614  
**Vehicle:** 2005 LEXUS ES330  
**Location of Incident:** MIAMI, FL  
**NHTSA Summary:**  
 DT\*: THE CONTACT STATED THAT THE VEHICLE HESITATED WHILE THE ACCELERATOR PEDAL WAS INITIALLY DEPRESSED. THE VEHICLE HAS NOT BEEN INSPECTED BY A MECHANIC. UPDATED 7/5/2006 - THE VEHICLE WAS TAKEN TO THE DEALER AND THE CONSUMER WAS TOLD THAT THERE WAS NOTHING WRONG WITH THE VEHICLE. \*NM  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10160894  
**Date of Incident:** 20060615  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** PLEASANTON, CA  
**NHTSA Summary:**  
 ERRATIC ACCELERATION WHICH CREATES HAZARDOUS SITUATIONS. SOMETIMES VEHICLE CONTINUES TO ACCELERATE WHEN ACCELERATOR PEDAL IS DEPRESSED, CAUSING UNPREDICTABLE BEHAVIOR WHICH LEADS TO DANGEROUS SITUATIONS. SOMETIMES VEHICLE ACCELERATES VERY RAPIDLY WITH VERY LITTLE PRESSURE ON ACCELERATOR PEDAL, WHICH IS HARD TO CONTROL IN A STOP AND GO TRAFFIC, I ALMOST HIT A CAR IN FRONT OF ME SEVERAL TIMES. SOMETIMES PRESSING ACCELERATOR PEDAL HAS NO REACTION FOR 1 TO 3 SECONDS, WHICH MAKES IT DIFFICULT TO PREDICT VEHICLE BEHAVIOR WHEN MERGING TO FASTER TRAFFIC. \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10160084  
**Date of Incident:** 20060617  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** WILMINGTON, NC  
**NHTSA Summary:**  
 AS I STOPPED AT A TRAFFIC LIGHT THE ENGINE BEGAN RACING AND I ALMOST WAS FORCED INTO THE INTERSECTION INTO TRAFFIC. I HAD TO PUSH AS HARD AS I COULD ON THE BRAKE PEDAL TO PREVENT AN ACCIDENT. THIS IS THE 3RD TIME THAT HAS HAPPENED AND I AM VERY APPREHENSIVE ABOUT DRIVING THE VEHICLE. IT IS A 2006 TOYOTA RAV 4 SPORT.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10160264  
**Date of Incident:** 20060619  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** POTOMAC, MD  
**NHTSA Summary:**

DT\*: THE CONTACT STATED THAT THE BRAKE PEDAL AND THE ACCELERATOR WERE TOO CLOSE TOGETHER, AND THE BRAKE PEDAL MOVES DOWN TOO FAR. THE POSITION OF THE BRAKE PEDAL AND ACCELERATOR CAUSED A COLLISION WHILE BACKING OUT OF A PARKING SPOT. THE ACCELERATOR WAS ACCIDENTALLY DEPRESSED CAUSING THE VEHICLE TO INCREASE IN SPEED AND COLLIDE WITH ANOTHER PARKED VEHICLE WHICH SUBSEQUENTLY PUSHED THAT VEHICLE INTO A THIRD. THERE WERE NO INJURIES. A POLICE REPORT WAS FILED, AND THERE WERE NO MECHANICS CONSULTED.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10162050  
**Date of Incident:** 20060622  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** POWAY, CA  
**NHTSA Summary:**  
 2006 TOYOTA RAV4, SPORT, 4X4. SOMETIMES WHILE PUSHING DOWN THE GAS PEDAL, THE CAR WILL HESITATE FOR ABOUT 1 OR 2 SECONDS BEFORE SPEEDING FORWARD. THIS IS USUALLY WHEN AT A VERY SLOW SPEED, LESS THAN 15 MILES/HR. IT HAS BEEN MOST NOTICEABLE MAKING LEFT AND RIGHT HAND TURNS NOT FROM A FULL STOP. THE FORWARD ACCELERATION AFTER THE HESITATION IS VERY EXTREME, EVEN WHEN I AM NOT PRESSING THE GAS PEDAL HEAVILY. THIS DOES NOT OCCUR ALL THE TIME AND I HAVE NOT NOTICED A TREND OF WHEN IT DOES OR DOES NOT HAPPEN (E.G., WEATHER, TEMPERATURE OF CAR OR AIR). \*NM  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10160858  
**Date of Incident:** 20060623  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** NEW ORLEANS, LA  
**NHTSA Summary:**  
 DT\*: THE CONTACT STATED THAT THE VEHICLE SUDDENLY ACCELERATED UNCONTROLLABLY WHILE THE DRIVER'S FOOT WAS PLANTED ON THE BRAKE PEDAL. THE VEHICLE WAS IN THE PROCESS OF BEING PARKED WHEN THE INCIDENT OCCURRED. THE VEHICLE HIT A POLE AND STOPPED. THE DEALER WAS CONTACTED ON 06/26/06 AND COULD NOT DETERMINE WHY THIS PROBLEM OCCURRED.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 20060625  
**Date of Incident:** 2004 LEXUS ES330  
**Location of Incident:** SCRANTON, PA  
**NHTSA Summary:**  
 Car was in the shop for a month. Came out of Price Shopper grocery store. Put in gear and it accelerated. Had foot on brake, car continued to accelerate. Swerved to avoid cars. Hit a concrete curb, car spun and stopped. Police showed up and investigated. Was sent by ambulance for check. Went to Motor World Lexus - had the car for 1 month. Claimed that the problem was due to the aftermarket floor mats. Requested report from Toyota - they refused. Got letter from Lexus that said that it was inspected by field tech and that electronics and mechanicals were examined - no DTCs or anything else. Floor mat was found on top of the standard mat. Toyota claimed that the mats were pushed forward causing the incident. No defect found.



**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10161055  
**Date of Incident:** 20060626  
**Vehicle:** 2004 TOYOTA HIGHLANDER  
**Location of Incident:** STANARDSVILLE, VA

**NHTSA Summary:**  
LET ME START BY SAYING I AM A DIE-HARD TOYOTA OWNER, MY CURRENT VEHICLE BEING THE 3RD TOYOTA WE OWN. I OWN A 2004 TOYOTA HIGHLANDER, V6, 5 SPEED AUTOMATIC WITH AWD. THIS VEHICLE HAS A VERY SERIOUS HESITATION PROBLEM WHICH IS DANGEROUS. UPON ACCELERATION FROM A STOP OR AT SPEED, THERE IS A VERY SERIOUS LAG IN THROTTLE RESPONSE. MANY TIMES LEAVING A STOP OR ACCELERATING FROM A SLOW SPEED I.E. PARKING LOT DRIVING, THE VEHICLE WILL LAG WITH NO RESPONSE, THEN LURCH & ACCELERATE SUDDENLY. MERGING INTO TRAFFIC, SAFE PASSING, STARTS AT LIGHTS AND SAFE DRIVING IN PARKING LOTS AND AROUND PEDESTRIANS CAN BE HAZARDOUS. THOUSANDS OF OWNERS ACROSS THE NATION ARE AFFECTED BY THIS DEFECT. FROM MY RECENT RESEARCH IT APPARENTLY IS NOT RESTRICTED TO THE HIGHLANDER, BUT AFFECTS MANY TOYOTA VEHICLES WITH "DRIVE BY WIRE" AS OPPOSED TO MECHANICAL TRANSMISSION & THROTTLE LINKAGE. I TOOK THE VEHICLE BACK TO THE DEALER RIGHT AFTER MY PURCHASE IN NOVEMBER OF 2004 AND WAS TOLD THEY COULD FIND NOTHING WRONG, NOW RECENT RESEARCH TELLS ME THEY WERE WELL AWARE OF THE PROBLEM AT THAT TIME. I LOVE TOYOTA BUT THERE METHODS OF DEALING WITH PROBLEMS LIKE THIS IS DECEPTIVE AT BEST AND JUST SHORT OF CRIMINAL AT WORST. PLEASE "GOOGLE" TOYOTA HIGHLANDER HESITATION PROBLEM AND ALSO VISIT TUNDRA SOLUTIONS.COM FOR MORE EVIDENCE OF WHAT I AM TALKING ABOUT. TOYOTA HAS NOT DEVOTED ENOUGH RESOURCES TO THIS PROBLEM OR A PERMANENT FIX WOULD HAVE ALREADY BEEN DEVELOPED. PLEASE CONTACT TOYOTA AND URGE THEM TO TAKE CARE OF THIS MATTER WITH ALL THE THOUSANDS OF OWNERS ACROSS THE U.S. THAT ARE HAVING TO DEAL WITH THIS MATTER. I WILL BE FOLLOWING THIS MATTER WITH KEEN INTEREST TO SEE IF ANYTHING IS BEING DONE AND AM ADVISING AAA OF THE ISSUES AS WELL AS MY STATE AND FEDERAL REPRESENTATIVES. TOYOTA COMMANDS A PREMIUM PRICE FOR WHAT ARE OTHERWISE EXCEPTIONAL VEHICLES AND THEIR CUSTOMERS AND THE NATIONS DRIVERS DESERVE A BETTER MORE RESPONSIBLE RESPONSE FROM TOYOTA. \*NM

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10240542  
**Date of Incident:** 20060627  
**Vehicle:** 2000 TOYOTA TACOMA  
**Location of Incident:** SACRAMENTO, CA

**NHTSA Summary:**  
MY 2000 TOYOTA TACOMA PRERUNNER WILL LUNGE FORWARD WHEN I AM STOPPED AND MY FOOT IS ON THE BREAK PEDAL. IT HAPPEN WHEN A/C IS ON. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10162201  
**Date of Incident:** 20060629  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** ASTORIA, NY

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*Toyota Sudden Unintended Acceleration: Appendix A*

**NHTSA Summary:**

HESITATION PROBLEM - '06 RAV4 14 SPORT MODEL WHEN TRYING TO OVERTAKE, WHEN PRESSING THE PEDAL HARDER, ENGINE DIDN'T RESPOND RIGHT AWAY. \*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10162411  
**Date of Incident:** 20060702  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** GREENSBORO, NC

**NHTSA Summary:**  
DT\*: THE CONTACT STATED THAT THE VEHICLE'S ACCELERATOR PEDAL STUCK AT 30 MPH WHILE BACKING UP INTO A PARKING SPACE AT A SERVICE STATION. THE CONTACT APPLIED THE BRAKES, BUT THE ACCELERATION CONTINUED. THE CONTACT STOMPED ON THE BRAKES, AND ACCIDENTLY SLIPPED OFF THE BRAKES ONTO THE ACCELERATOR BEFORE IMPACT. THE VEHICLE'S REAR END SLAMMED INTO A BUILDING AND THE DRIVER WAS INJURED. THERE WAS OVER \$6000 DAMAGE TO THE VEHICLE.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10162603  
**Date of Incident:** 20060706  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** WASHINGTON, DC

**NHTSA Summary:**  
DT\*: THE CONTACT STATED THAT WHILE STARTING THE VEHICLE, THE VEHICLE IMMEDIATELY ACCELERATED WITHOUT EFFORT. THE VEHICLE CRASHED INTO THE HOUSE DUE TO UNWANTED ACCELERATION OF THE VEHICLE.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10164944  
**Date of Incident:** 20060706  
**Vehicle:** 2004 TOYOTA CAMRY SOLARA  
**Location of Incident:** WILLOWBROOK, IL

**NHTSA Summary:**  
DT: THE CONTACT STATED THE VEHICLE WAS PARKED IN THE GARAGE AND UPON PLACING THE VEHICLE IN REVERSE WITH THE BRAKE APPLIED, THE VEHICLE SUDDENLY LURCHED BACKWARDS AT HIGH SPEED AND CRASHED INTO ANOTHER VEHICLE. AFTER THE INITIAL CRASH, THE VEHICLE CONTINUED ACCELERATING IN REVERSE ACROSS THE STREET AND CRASHED INTO A NEIGHBORING HOUSE WHERE THE VEHICLE CAME TO A FINAL STOP. THE CONTACT WAS WEARING A SEAT BELT, BUT NO INJURIES WERE SUSTAINED. THERE WAS EXTENSIVE DAMAGE TO THE REAR OF THE VEHICLE. THE POLICE WERE ALERTED AND A REPORT WAS TAKEN. A FIELD TECHNICAL SPECIALIST FROM THE MANUFACTURER INSPECTED THE VEHICLE. THE REPRESENTATIVE WAS UNABLE TO DETERMINE ANY TYPE OF DEFECT OR FAILURE.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10193498, 10173182, 10161934  
**Date of Incident:** 20060709

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*Toyota Sudden Unintended Acceleration: Appendix A*

**Vehicle:** 2005 LEXUS ES  
**Location of Incident:** NORTH CANTON, OH

**NHTSA Summary:**  
ON SUNDAY JULY 9, 2006 AT APPROXIMATELY 3:30 P.M. I DECIDED TO STOP AT THE GROCERY STORE. I PULLED INTO THE PARKING LOT AND WAS DRIVING SLOWLY WITH MY FOOT ON THE BRAKE TO ENTER A PARKING SPACE I TURNED LEFT AND EASED SLOWLY INTO THE PARKING SPACE WITH MY FOOT ON THE BRAKE BRINGING THE CAR TO A STOP. THE MOMENT I STOPPED I REACHED OVER TO PUT THE CAR IN PARK AND ALL OF A SUDDEN THE CAR SURGED ENOUGH TO MOVE THE FRONT WHEELS OVER THE CAR STOP IN AN INSTANT WITH MY FOOT STILL ON THE BRAKE. I WAS SHOCKED. WHY WAS THE CAR DOING THIS? I STILL HAD MY FOOT POSITIONED ON THE BRAKE AND PUSHED DOWN. THE CAR CONTINUED TO ACCELERATE, AND THE BACK TIRES CAME OVER THE CAR STOP. AT THIS POINT I REMOVED THE FOOT TOTALLY FROM THE BRAKE TO SEE IF THE ENGINE WOULD SLOW DOWN NATURALLY WITHOUT ANY ACTION AT ALL BY ME. THE ENGINE CONTINUED TO SURGE TOTALLY ON ITS OWN. I TRIED THE BRAKE AGAIN AND THE CAR STILL DID NOT STOP. AT THIS POINT I REALIZED THAT I WAS GOING TO GO INTO THE ROAD. I LOOKED BOTH WAYS AND SAW A SILVER TOYOTA WITH A LADY DRIVING IT. A COLLISION THEN HAPPENED AND I JAMMED THE BRAKE ON AGAIN AND THE CAR FINALLY STOPPED. I WAS CITED FOR FAILURE TO CONTROL. MY BROTHER WORKED AT LEXUS. HE TOLD ME ANOTHER LADY HAD A SIMILAR ACCIDENT WHILE SHE WAS PULLING INTO THE GARAGE AND THE ENGINE SURGED AND SHE RAN INTO THE GARAGE DOOR. I DECIDED TO LOOK INTO IT FURTHER ON THE INTERNET WHEN I GOT HOME. THE INFORMATION I FOUND WAS UNBELIEVABLE. COMPLAINTS WERE STILL BEING MADE ON ONGOING BASIS. I WENT TO COURT FOR MY TICKET. I HAD TO HIRE AN ATTORNEY TO DEFEND MYSELF. THE CHARGES AGAINST ME WERE REDUCED TO DRIVING AN UNSAFE VEHICLE, AND I ENTERED A NO-CONTEST PLEA. I HAVE INCURRED PSYCHOLOGICAL TRAUMA AND OTHER PHYSICAL INJURIES AS A RESULT OF THIS ACCIDENT. I WOULD LIKE TO GET OUT OF MY LEASE WITH LEXUS, BUT LEXUS WON'T ALLOW IT IF LEXUS ACKNOWLEDGES ANY PROBLEM WITH MY CA. THEY WILL HAVE TO ACKNOWLEDGE ALL OF THE OTHER PROBLEMS REPORTED BY LEXUS DRIVERS. \*AK: ON JULY 9, 2006 AT 3:30 P.M. I STOPPED AT FISHERS FOODS IN CANTON, OHIO. I PULLED INTO THE PARKING LOT FROM THE FRANK RD. SIDE OF FISHERS AND WAS DRIVING SLOWLY WITH MY FOOT ON THE BRAKE TO ENTER A PARKING SPACE. THE PARKING SPACE WAS LOCATED DIRECTLY ACROSS FROM THE ENTRANCE AND I TURNED LEFT AND EASED SLOWLY INTO THE SPACE WITH MY FOOT ON THE BRAKE BRINGING THE CAR TO A STOP. THE MOMENT I STOPPED, I REACHED OVER TO PUT THE CAR IN PARK AND ALL OF A SUDDEN, THE CAR ENGINE SURGED ENOUGH TO MOVE MY FRONT WHEELS OVER THE CAR STOP IN AN INSTANT WITH MY FOOT STILL ON THE BRAKE. I WAS TOTALLY SHOCKED. I STILL HAD MY FOOT POSITIONED ON THE BRAKE AND PUSHED DOWN. THE CAR CONTINUED TO ACCELERATE AND THE BACK TIRES CAME OVER THE CAR STOP. AT THIS POINT, I REMOVED MY FOOT TOTALLY FROM THE BRAKE TO SEE IF THE ENGINE WOULD SLOW DOWN NATURALLY WITHOUT ANY ACTION AT ALL BY ME. THE ENGINE CONTINUED TO SURGE JUST AS FAST TOTALLY ON ITS OWN. I TRIED THE BRAKE AGAIN AND THE CAR STILL DID NOT STOP. I LIFTED MY FOOT FROM THE BRAKE AGAIN AND AT THIS POINT REALIZED I WAS GOING TO GO INTO THE ROAD. I LOOKED TO THE LEFT AND SAW A CAR COMING DOWN THE ROAD A FAIR DISTANCE AWAY. I THEN LOOKED TO THE RIGHT AND SAW A SILVER TOYOTA WITH A LADY DRIVING IT. I KNEW I WAS GOING TO HIT HER. THE COLLISION HAPPENED AND I PUT THE BRAKE ON AGAIN AND THE CAR FINALLY STOPPED. THE POLICE CITED ME FOR FAILURE TO CONTROL. AS I WAS WAITING FOR MY HUSBAND TO PICK ME UP AFTER THE ACCIDENT, HE CALLED ME AND TOLD ME THAT HE HAD TALKED TO MY BROTHER AND THAT WHILE MY BROTHER WAS WORKING AT LEXUS, ANOTHER LADY HAD A SIMILAR ACCIDENT. ONLY HERS HAPPENED WHEN SHE WAS PULLING INTO HER GARAGE AND HER ENGINE SURGED AND HER CAR RAN INTO THE GARAGE DOOR. I THOUGHT THIS WAS KIND OF A BIG COINCIDENCE AND I DECIDED TO LOOK INTO IT FURTHER ON THE INTERNET WHEN I GOT HOME. THE INFORMATION I

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*Toyota Sudden Unintended Acceleration: Appendix A*

FOUND OUT ABOUT WAS SHOCKING, UNBELIEVABLE, AND ALSO MADE ME VERY ANGRY. THE COMPLAINTS ARE STILL BEING MADE ON AN ONGOING BASIS. \*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10165337  
**Date of Incident:** 20060713  
**Vehicle:** 2006 TOYOTA COROLLA  
**Location of Incident:** EXETER, RI

**NHTSA Summary:**  
MY WIFE WAS BEHIND THE WHEEL OF HER 2006 TOYOTA COROLLA LE AND WAS BACKING SLOWLY OUT OF A PARKING SPACE (HER FOOT WAS RESTING ON THE BRAKE PEDAL) WHEN SHE AND ANOTHER DRIVER BUMPED REAR BUMPERS (SPEED WAS ABOUT 2 MPH). MY WIFE SHIFTED THE TRANSMISSION INTO DRIVE, THE ENGINE RACED THE CAR LEADED FORWARD UP AND OVER A CEMENT PARKING CURB AND INTO A PLATE GLASS WINDOW OF A HEALTH SPA (YMCA). IT WAS A MIRACLE THAT NO ONE IN THE SPA WAS SERIOUSLY HURT. THE CAR WAS TOTALED. MY WIFE WAS DEVASTATED AND EMOTIONALLY A WRECK. THE CAR WAS INSPECTED FOR MECHANICAL DEFECTS BY A STATE INSPECTOR. NONE WERE FOUND. \*NM

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10164709  
**Date of Incident:** 20060718  
**Vehicle:** 2004 LEXUS ES  
**Location of Incident:** DESOTO, TX

**NHTSA Summary:**  
DT\*: THE CONTACT STATED WHILE DRIVING 5 MPH IN A PARKING LOT, THE VEHICLE ACCELERATED FORWARD CRASHING INTO THE FRONT WINDOW OF A CREDIT UNION. THERE WERE NO INJURIES, THERE WAS PROPERTY DAMAGE AND A POLICE REPORT WAS FILED. PRIOR TO THE INCIDENT, THE TRANSMISSION WAS HESITATING AND LURCHING FORWARD. IN 2004, THE DEALERSHIP DETERMINED THERE WAS A COMPUTER PROBLEM WITH THE VEHICLE, HOWEVER THERE WERE NO REPAIRS PERFORMED TO FIX THE PROBLEM.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10164042  
**Date of Incident:** 20060728  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** LIVONIA, MI

**NHTSA Summary:**  
ACCELERATION STUMBLES & BOGS DOWN WHEN GAS PEDAL IS APPLIED. THIS SCENARIO OCCURS ALL THE TIME WHEN AFTER A NORMAL ACCELERATION IS PERFORMED AND A NEED ARISES TO ACCELERATE OCCURS. IF YOU DEPRESS ACCELERATOR IMMEDIATELY UPON TAKING OFF THIS DOES NOT OCCUR BUT, IT CAUSES YOU TO OVER CORRECT STUMBLING BY SPEEDING QUICKLY. IF YOU NEED TO ACCELERATE, THE ENGINE WILL NOT RESPOND TO A NORMAL DEPRESSION OF GAS PEDAL. YOU NEED TO DEPRESS IT QUICKLY TO CAUSE THE ENGINE TO GO INTO PASSING GEAR ETC. MY "AUTO WISE" SON HAS SUGGESTED THAT THE GAS PEDAL DRIVE BY WIRE SENSORS COULD BE FAILING OR BE BAD ETC. \*NM

**Additional Summary:**

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**Toyota ID No:**  
**NHTSA ODI No:** 10164978  
**Date of Incident:** 20060731  
**Vehicle:** 2004 TOYOTA AVALON  
**Location of Incident:** BANGOR, ME  
**NHTSA Summary:**  
 NOV. 2003, GOING 25 MPH IN HEAVY TRAFFIC I HIT A POT HOLE AND THE CAR SUDDENLY ACCELERATED. I HAD MY FOOT ON THE BRAKE ALREADY AS THERE WAS A RED LIGHT AHEAD AND HAD TO USE EXTREME FORCE TO STOP THE CAR. I PUT IT IN NEUTRAL AND IT STOPPED RACING. JULY 11, 2006 I WAS TRAVELING AT 75 MPH AND HEARD A NOISE AS IF THE CAR WAS RACING. IT WAS REGISTERING 5500 RPM'S. I SLOWED TO 65-70 AND IT WENT DOWN TO 5000 RPM'S. I GOT OFF AT THE NEXT EXIT AND WHEN I CAME TO A STOP IT RETURNED TO NORMAL. FOR THE NEXT HOUR I TRAVELED AT 75 WITH THE CAR REGISTERING APPROX 2000RPM'S. JULY 31, TRAVELING APPROX. 25MPH IN HEAVY TRAFFIC I TRIED TO SLOW TO AVOID HITTING THE CAR IN FRONT OF ME AS IT TURNED RIGHT. IT WAS EXTREMELY DIFFICULT AND I WOULD HAVE HIT IT IF IT HADN'T TURNED. AGAIN I HAD TO USE SIGNIFICANT PRESSURE ON THE BRAKE TO BRING IT TO A STOP. AS IT CAME TO A STOP I NOTICED THAT IT WAS AT 3000 RPM'S. WHEN IT WAS COMPLETELY STOPPED IT RETURNED TO A NORMAL 500 OR SO. AUGUST 2, 2006 AS I WAS ABOUT TO ASCEND A HILL, IT SUDDENLY ACCELERATED WITHOUT MY APPLYING MORE GAS, BUT RETURNED TO NORMAL WHEN I STEPPED ON THE GAS. I DIDN'T NOTICE THE RPM READING. TODAY I TRADED THE CAR IN, RATHER THAN RISK INJURY TO MYSELF OR OTHERS BY CONTINUING TO DRIVE IT. THE TOYOTA DEALER WAS PREVIOUSLY UNABLE TO DUPLICATE THE INCIDENTS OR FIND THE SOURCE OF THE PROBLEM. THE DEALER IS GOING TO TRY TO FIND THE PROBLEM  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10164688  
**Date of Incident:** 20060731  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** NEW YORK, NY  
**NHTSA Summary:**  
 DT\*: THE CONTACT STATED UPON INITIAL ACCELERATION AT LOW SPEEDS ON A CITY STREET, THE VEHICLE LURCHED FORWARD STRIKING ANOTHER VEHICLE IN THE REAR END. DURING THE SUDDEN ACCELERATION, THE VEHICLE DID NOT RESPOND TO FIRM BRAKE PRESSURE. THERE WERE NO INJURIES BUT MINOR DAMAGE WAS SUSTAINED TO THE VEHICLE. THE POLICE WAS NOT CONTACTED AND NO REPORT WAS TAKEN. THE VEHICLE WAS NOT INSPECTED, BUT BOTH THE DEALER AND MANUFACTURER WERE CONTACTED.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10167132  
**Date of Incident:** 20060806  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** HUNTINGTON, NY  
**NHTSA Summary:**  
 I PURCHASED A 2006 TOYOTA RAV4 IN APRIL AND THE VEHICLE SEEMS TO HAVE AN ISSUE NO ONE WANTS TO ADDRESS, WE ON THE FORUMS CALL IT ERRATIC ACCELERATION. THE CAR USES SOME TYPE OF ELECTRONIC SENSORS TO DETERMINE  
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THE CHANGE IN GEARS WHEN ACCELERATING AND IT IS VERY ERRATIC. ONE TIME IT GOES SMOOTHLY AND ANOTHER IT TAKES OFF, VERY DANGEROUS AND UNSTABLE. TOYOTA WON'T ACKNOWLEDGE THIS ISSUE BUT 90% OF THE OWNERS WILL TESTIFY TO IT. TOYOTA NEEDS TO COME UP WITH A FIX BEFORE SOMEONE IS SERIOUSLY HURT. THIS HAPPENS EVERY TIME I DRIVE. \* NM  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10166085  
**Date of Incident:** 20060817  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** FITZWILLIAM, NH  
**NHTSA Summary:**  
 DT\*: THE CONTACT STATED WHILE DRIVING 35MPH ON A CITY STREET, THE VEHICLE LURCHED FORWARD WITHOUT WARNING INTO THE RIGHT SIDE OF ANOTHER VEHICLE. THE CONTACT STOPPED THE SUDDEN ACCELERATION BY TURNING OFF THE IGNITION AND ENGAGING THE EMERGENCY PARK BRAKE. NO INJURIES WERE SUSTAINED. THERE WAS MODERATE DAMAGE TO EACH OF THE VEHICLES. THE POLICE WERE ON THE SCENE AND A REPORT WAS TAKEN. THE VEHICLE WAS TOWED TO A BODY SHOP TO AWAIT INSPECTION. THE MANUFACTURER WAS ALERTED.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10166873  
**Date of Incident:** 20060819  
**Vehicle:** 2006 TOYOTA HIGHLANDER  
**Location of Incident:** SAN ANTONIO, TX  
**NHTSA Summary:**  
 DT\*: THE CONTACT STATED WHILE BRAKE PRESSURE WAS APPLIED AT 5 MPH INTO A PARKING SPACE, THE VEHICLE LURCHED FORWARD AND JUMPED OVER A CURB WITHOUT WARNING. THE CONTACT SHIFTED THE VEHICLE IN REVERSE AND THE VEHICLE SUDDENLY ACCELERATED BACKWARDS WHILE CONSTANT BRAKE PRESSURE WAS APPLIED. THE VEHICLE CRASHED INTO ANOTHER PARKED VEHICLE WHERE IT CAME TO A FINAL STOP. THE CONTACT WAS WEARING A SEAT BELT, BUT NO INJURIES WERE SUSTAINED. THERE WAS MODERATE DAMAGE TO THE REAR BUMPER AND RIGHT PASSENGER SIDE PANEL OF THE VEHICLE. THE POLICE WERE ALERTED AND A REPORT WAS TAKEN. THE VEHICLE WAS TOWED TO A DEALER WHO WAS UNABLE TO DUPLICATE THE PROBLEM. THE MANUFACTURER WAS ALERTED.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10294026  
**Date of Incident:** 20060820  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** STONE MOUNTAIN, GA  
**NHTSA Summary:**  
 2004 OCCASIONAL STICKING ON THE GAS PEDAL, INCREASED BY 2005 HAD SEVERAL MISHAPS. MY MECHANICS IN CHARLOTTE N.C. TRIED TO DO WHATEVER THEY COULD TO MAKE IT NOT STICK. IT WOULD NOT REALLY WORK, HOWEVER ONE OF THE MECHANIC PUT SOMETHING ON IT AND EVERY FEW MONTHS I WOULD GO BACK TO HIM. ONCE I WAS ON A BUSY STREET IN CHARLOTTE DOWNTOWN TRADE STREET, I PUT MY FOOT TO  
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ACCELERATE AND I THOUGHT I WAS GOING TO DIE THAT MOMENT. THE GAS PEDAL STUCK, GOD WAS WITH ME. \*TR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10168128  
**Date of Incident:** 20060821  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** NORWALK, CT  
**NHTSA Summary:**  
 DT\*: THE CONTACT STATED WHILE APPLYING BRAKE PRESSURE AT 25 MPH ON A CITY STREET, THE VEHICLE SUDDENLY LURCHED FORWARD WITHOUT WARNING. THE CONTACT ENGAGED THE EMERGENCY BRAKE AND PLACED THE VEHICLE IN PARK WHICH STOPPED THE VEHICLE. THE VEHICLE WAS TOWED TO A DEALER WHO DETERMINED THE FLOOR MAT WAS PRESSED AGAINST THE ACCELERATOR PEDAL. ADDITIONALLY, THE VEHICLE WAS INSPECTED BY AN INDEPENDENT REPAIR SHOP THAT WAS UNABLE TO DUPLICATE THE PROBLEM. THE MANUFACTURER WAS NOT NOTIFIED. UPDATED 10/6/2006 - WHEN APPLYING THE BRAKES TO MAKE A LEFT TURN, THE CAR LURCHED FORWARD AND STARTED ACCELERATING. THE VEHICLE CONTINUED TO ACCELERATE UP TO 50 MPH. WHEN APPLYING THE BRAKE PEDAL NOTHING HAPPENED. WHEN PUTTING THE CAR IN PARK NOTHING HAPPENED. WHEN APPLYING THE EMERGENCY BRAKE THE CAR STARTED TO SLOW DOWN. THE VEHICLE CONTINUED ACCELERATING ON ITS OWN FOR ANOTHER FIVE HUNDRED FEET. THE TOW TRUCK OPERATOR ARRIVED AND CHECK THE FLOOR MATS, NOTING THERE WAS NOTHING WRONG WITH THE FLOOR MATS POSITIONING. THE VEHICLE WAS TAKEN TO THE DEALER WHO DETERMINED THAT THE FLOOR MAT BECAME STUCK UNDER THE ACCELERATOR. THE DEALER TRIMMED THE CARPET. \*NM  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10170165  
**Date of Incident:** 20060821  
**Vehicle:** 2006 LEXUS RX400H  
**Location of Incident:** ENCINITAS, CA  
**NHTSA Summary:**  
 2006 LEXUS RX400H REVVED AND RACED INTO ANOTHER VEHICLE WITHOUT WARNING. \*TS THE CONSUMER CONTACTED THE MANUFACTURER ABOUT THE SUDDEN ACCELERATION. THE MANUFACTURER AGREED TO HAVE A REP INSPECT THE VEHICLE BUT MENTIONED THAT IT WOULD TAKE SIX WEEKS TO TWO MONTHS BEFORE IT COULD BE INSPECTED. NM  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10166466  
**Date of Incident:** 20060824  
**Vehicle:** 2001 TOYOTA CAMRY  
**Location of Incident:** SAN DIEGO, CA  
**NHTSA Summary:**  
 DT\*: THE CONTACT STATED THE VEHICLE BEGAN TO ACCELERATE ON ITS OWN WHILE STOPPED AT AN INTERSECTION. THE PROBLEM OCCURRED ON TWO SEPARATE OCCASIONS. THE VEHICLE WAS NOT TAKEN TO A SERVICE DEALER. UPDATED 9/11/2006 -

THE VEHICLE WAS TAKEN TO THE DEALER WERE, AT HIS REQUEST, THE CRUISE CONTROL MODULE WAS DISCONNECTED PERMANENTLY. \*NM  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10166497  
**Date of Incident:** 20060824  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** CLACKAMAS, OR  
**NHTSA Summary:**  
 MY 2006 TOYOTA RAV4 HAS DISPLAYED NON RESPONSIVE THROTTLE ON MANY OCCASIONS WHERE YOU GIVE IT GAS AND IT DOES NOTHING, THEN IT TAKES OFF LIKE A ROCKET. I HAVE NEARLY BEEN IN ACCIDENTS BECAUSE I PULL OUT FROM A STOP AND THE THROTTLE IS UNRESPONSIVE WHILE TRAFFIC IS BEARING DOWN ON ME. \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10167016  
**Date of Incident:** 20060828  
**Vehicle:** 2002 LEXUS IS300  
**Location of Incident:** QUINCY, CA  
**NHTSA Summary:**  
 ON 8/28/06, AT APPROXIMATELY 8:50 AM I WAS DRIVING TO WORK ON A TWO LANE, LEVEL, STRAIGHT PAVED COUNTY ROAD. I WAS DRIVING MY 2002 LEXUS IS 300 THAT HAD JUST REACHED 26,000 MILES. (THIS CAR HAS RECEIVED ALL REGULARLY SCHEDULED MAINTENANCE SERVICES FROM LEXUS OF RENO AND HAS NOT HAD ANY PROBLEMS WHATSOEVER. I AM THE ORIGINAL OWNER OF THIS VEHICLE) THE ROAD WAS CLEAR AND DRY. I WAS TRAVELING AT APPROXIMATELY 45 MPH WHEN I ACCELERATED TO PASS ANOTHER VEHICLE. AS I PASSED, MY CAR KEPT ON ACCELERATING EVEN AS I LET UP ON THE ACCELERATOR. I ATTEMPTED TO APPLY THE BRAKES. THE ENGINE ACCELERATION WAS SO POWERFUL, THE CAR DID NOT RESPOND WELL TO MY ATTEMPT TO BRAKE, SO I TOOK MY FOOT OFF THE BRAKE. THE SPEED ON THE DASHBOARD WAS 60 MPH AND ACCELERATING. I APPLIED THE BRAKES AGAIN WITH ALL THE STRENGTH I HAD AND WAS ABLE TO PULL THE CAR SAFELY OFF THE ROAD. THE ENGINE WAS RACING EVEN WHEN STOPPED. I MOVED THE SHIFT INTO PARK. EVEN IN PARK THE ENGINE WAS RACING. I TURNED THE ENGINE OFF. MY HUSBAND WAS FOLLOWING ME AND STOPPED. HE DROVE IT 1.5 MILES OUR OFFICE WITHOUT INCIDENT. I THEN CALLED THE RENO, NV LEXUS DEALERSHIP WHERE I PURCHASED THE CAR. THE HEAD OF THE SERVICE DEPARTMENT CALLED ME BACK AND SUGGESTED I HAVE THE CAR TOWED TO THE DEALERSHIP. I ASKED HIM IF HE WAS AWARE OF ANY OTHER RAPID ACCELERATION PROBLEMS WITH THESE VEHICLES AND HE SAID NO. HE SAID THE 4 YEAR WARRANTY WAS UP IN 7/06 AND I WOULD HAVE TO PAY FOR ANY REPAIRS. THAT AFTERNOON I HAD THE CAR TOWED TO THE RENO LEXUS DEALERSHIP. ON THE EVENING OF 8/28/06 I SEARCHED THE INTERNET AND FOUND THAT THE NHTSA HAD INVESTIGATED 2002-2003 LEXUS IS300 MODELS FOR FAULTY THROTTLES THAT MAY HAVE CAUSED RAPID ACCELERATION. SO FAR LEXUS HAS NOT ACKNOWLEDGED A PROBLEM. I SHARED WITH THE REP WHAT I HAD FOUND ON THE INTERNET RE: PROBLEMS WITH RAPID ACCELERATION AND THAT I WAS NOT PICKING THE CAR UP UNTIL LEXUS REPLACED THE THROTTLE. \*JB  
**Additional Summary:**

**NHTSA ODI No:** 10170134  
**Date of Incident:** 20060901  
**Vehicle:** 2000 LEXUS LS400  
**Location of Incident:** EDEN PRAIRIE, MN  
**NHTSA Summary:**  
2000 LEXUS LS400 LURCHED FORWARD NUMEROUS TIMES WHILE BRAKE PEDAL WAS DEPRESSED. \*KB \*NM  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10193540  
**Date of Incident:** 20060901  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** SUGAR GROVE, OH  
**NHTSA Summary:**  
HESITATES TO ACCELERATE. IT WOULD NOT GO OVER 20 MPH FOR OVER 2 MILES. I LIVE RIGHT OFF A MAJOR HIGHWAY, AND WHEN I TRY TO PULL ON HIGHWAY, CAR DOES NOT WANT TO GO. I HAD IT TO THE DEALER ABOUT 4 TIMES, BUT THEY COULD NOT GET IT TO GO. ONCE THEY CLAIMED IT WAS THE FLOOR MAT JAMMING UNDER THE GAS PEDAL. THEY KEPT IT FOR A WEEK AND FOUND NOTHING. ALSO, THEY LOOKED ON A WEBSITE AND FOUND NO OTHER COMPLAINTS. I AM VERY UNHAPPY. NOT SURE WHAT TO DO. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10174732; 10176450  
**Date of Incident:** 20060902  
**Vehicle:** 2007 LEXUS RX350  
**Location of Incident:** MELVINDALE, MI  
**NHTSA Summary:**  
WHILE TRAVELING NORTH BOUND AT APPROXIMATELY 55 MPH ON INTERSTATE I-75 / M-59 WITH IN OAKLAND COUNTY / STATE OF MICHIGAN MY AUTOMOBILE SUDDENLY ACCELERATED, AFTER ATTEMPTING TO APPLY THE AUTOMOBILE BRAKES, TO APPROXIMATELY 85 MPH. THIS SUDDEN UNWANTED ACCELERATION CAUSED THE VEHICLE TO CRASH INTO THE HIGHWAY GUARD RAIL AND GO INTO A ROLL OVER. AS A RESULT OF THE SUDDEN ACCELERATION AND ROLL OVER THE VEHICLE WAS DAMAGE BEYOND REPAIR AND I WAS INJURED WITH SERIOUS BACK, NECK AND PELVIC INJURIES. \*JB; CONSUMER REQUEST FOR INVESTIGATION ON THE 2007 ES350 SPEED CONTROL. \*TS THE CONSUMER STATED THE VEHICLE SUDDENLY ACCELERATED, AFTER ATTEMPTING TO APPLY THE BRAKES. THE UNWANTED ACCELERATION CAUSED THE VEHICLE TO CRASH INTO THE HIGHWAY GUARD RAIL AND CONSEQUENTLY THE VEHICLE ROLLED OVER. THE CONSUMER SUFFERED SERIOUS BACK, NECK AND PELVIC INJURIES. \*JB UPDATE (FEBRUARY 21, 2007): MS. HODGES SAID THAT SHE WAS TRAVELING ON I-75 FOR 15 MINUTES AND THE CRUISE CONTROL WAS NOT TURNED ON. SHE WAS MERGING ONTO ROUTE 59 AND APPLIED THE BRAKES. HOWEVER, THE VEHICLE NOT ONLY NOT SLOWED DOWN BUT ACTUALLY ACCELERATED TO WHAT SHE BELIEVE WAS 75-80 MPH. TO AVOID CRASHING THE VEHICLES AHEAD, SHE MOVED FROM THE RIGHT LANE TO THE LEFT LANE AND HIT THE GUARD RAIL. THE VEHICLE ROLLED OVER AND TOTALED. SHE WAS CITED BY THE POLICE BUT THE CITATION WAS LATER DISMISSED. TOYOTA SENT HER A LETTER SAYING THAT THEIR INVESTIGATION FOUND NOTHING WAS WRONG WITH THE VEHICLE. SEE ALSO 10174732 \*DSY.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10181829  
**Date of Incident:** 20060907  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** LEWISVILLE, NC  
**NHTSA Summary:**  
SUDDEN ACCELERATION CAUSED OVER \$8000 DAMAGE IN 17 FEET. I PUT CAR IN REVERSE AND IT STARTED REVVING UP. THEN THE CAR TOOK OFF BACKWARDS AND HIT A TREE, IMMEDIATELY AFTER HITTING TREE THE CAR LURCHED FORWARD AND HIT ANOTHER TREE TWICE. \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10275614  
**Date of Incident:** 20060909  
**Vehicle:** 2001 TOYOTA PRIUS  
**Location of Incident:** HONEY BROOK, PA  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2001 TOYOTA PRIUS. WHILE DRIVING BETWEEN 65-70 MPH, THE VEHICLE DID NOT RESPOND WHEN THE ACCELERATOR PEDAL WAS DEPRESSED. ALL OF THE INSTRUMENT PANEL INDICATORS ILLUMINATED AND THE ENGINE SUDDENLY STALLED. THE VEHICLE COASTED TO THE SIDE OF THE ROAD AND THE ENGINE FAILED TO RESTART. WHILE THE GEAR SHIFTER WAS PLACED IN PARK, THE VEHICLE ACCELERATED UNEXPECTEDLY AND CRASHED INTO A GUARDRAIL. THE DRIVER SUSTAINED A WHIPLASH AND A POLICE REPORT WAS FILED. THE VEHICLE SUSTAINED SEVERE DAMAGE AND WAS TOWED TO AN AUTHORIZED DEALER. THE VEHICLE WAS REPAIRED FOR BODY STRUCTURE DAMAGES. THE TECHNICIAN PERFORMED DIAGNOSTIC TESTS, BUT WAS UNABLE TO DUPLICATE THE FAILURES. THE VEHICLE WAS TAKEN BACK TO THE AUTHORIZED DEALER ON FIVE SEPARATE OCCASIONS FOR IDENTICAL FAILURES, BUT THERE WERE NO RESOLUTIONS. THE FAILURE MILEAGE WAS 42,000 AND CURRENT MILEAGE WAS 68,000.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10167760  
**Date of Incident:** 20060909  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** REDONDO BEACH, CA  
**NHTSA Summary:**  
2006 TOYOTA RAV4 SPORT - INCONSISTENT THROTTLE. ACCELERATION DELAY. FROM A COASTING POSITION THERE IS A DELAY IN RESPONSE WHEN ENGAGING THE ACCELERATOR. USUALLY FOLLOWED BY A SUDDEN HIGH SPEED ACCELERATION. AT LOW SPEEDS THE ACCELERATOR IS HYPERSENSITIVE. IMPOSSIBLE TO PREDICT SUDDEN HIGH SPEED RESPONSES DESPITE MY BEST EFFORTS TO MODERATE AND CONTROL PEDAL PRESSURE. \*NM  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10177831  
**Date of Incident:** 20060911  
**Vehicle:** 2005 TOYOTA CAMRY  
**Safety Research & Strategies** 234  
*Toyota Sudden Unintended Acceleration: Appendix A*

**Location of Incident:** HUNTSVILLE, AL  
**NHTSA Summary:**  
I WAS DRIVING SLOWLY THROUGH A PARKING LOT TO LOCATE A PARKING SPACE. AS I APPROACHED A SPACE, I HAD MY FOOT ON THE BRAKE. I EASED OFF OF THE BRAKE TO COAST INTO THE PARKING SPACE AND WAS MAKING A RIGHT TURN INTO THE SPACE. SUDDENLY THE VEHICLE SURGED FORWARD WITHOUT MY FOOT BEING ON THE ACCELERATOR. I APPLIED THE BRAKE, BUT THE VEHICLE CONTINUED TO MOVE FORWARD. MY CAR WENT OVER A CONCRETE MEDIAN, AND INTO A LANE OF TRAFFIC. MY CAR STRUCK TWO CARS. IT HIT ONE OF THE VEHICLES, AN SUV, WITH SUCH FORCE THAT IT KNOCKED THE SUV UP OVER A CURB INTO A GRASSY AREA. THOUGH I HAD BOTH FEET APPLYING THE BRAKES AS HARD AS I COULD, THE VEHICLE WOULD NOT STOP, AND THERE WAS NOT TIME FOR ME TO THINK TO TURN OFF THE IGNITION. MY CAR SUSTAINED SEVERE DAMAGE TO THE RIGHT AND LEFT SIDES AND TO THE FRONT. IT DAMAGED THE FRONT OF THE SUV AND THE REAR OF THE OTHER CAR. THERE WAS A PASSENGER IN EACH OF THE VEHICLE, AND I WAS THE ONLY OCCUPANT OF MY VEHICLE. FORTUNATELY, THERE WERE NO SERIOUS INJURIES. I HAD MY CAR TOWED TO THE TOYOTA DEALERSHIP. I REQUESTED A FACTORY REPRESENTATIVE INSPECT THE CAR. THEY COULD NOT DETERMINE A CAUSE FOR THE SUDDEN ACCELERATION. THE REPRESENTATIVES WERE QUITE HELPFUL UNTIL THE INSPECTION WAS COMPLETE. I REQUESTED A COPY OF THE REPORT OF THEIR FINDINGS; HOWEVER, TOYOTA CORPORATION WILL NOT ALLOW ME TO SEE A COPY OF THE REPORT. THEY SAID I COULD CONTACT THEIR LEGAL DEPARTMENT OR GET A SUBPOENA. THE CUSTOMER RELATIONS REPRESENTATIVE AT THE DEALERSHIP SUGGESTED I FILE A CLAIM FOR ARBITRATION, BUT THE NATIONAL CENTER FOR DISPUTE SETTLEMENT STATES THAT BECAUSE THE CAR WAS WRECKED, I DO NOT QUALIFY FOR ARBITRATION. MEANWHILE, I AM LEFT WITH A VEHICLE THAT I AM AFRAID TO DRIVE. \*NM  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10168781  
**Date of Incident:** 20060918  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** SALEM, NY  
**NHTSA Summary:**  
DT\*: THE CONTACT STATED WHILE BACKING THE VEHICLE OUT OF A PARKING SPACE, WITH PRESSURE APPLIED TO THE ACCELERATOR, THE PEDAL PUSHED DOWN INTO THE FLOORBOARD AND THE VEHICLE SUDDENLY LURCHED BACKWARDS CRASHING INTO A TREE. NO INJURIES WERE SUSTAINED, THE OCCUPANTS WERE WEARING SEATBELTS. THE VEHICLE SUSTAINED MINOR DAMAGE. THE POLICE WERE ON THE SCENE AND A REPORT WAS TAKEN. THE VEHICLE WAS TOWED TO THE DEALER TO AWAIT INSPECTION BY A FACTORY REPRESENTATIVE.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10168942  
**Date of Incident:** 20060919  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** BROOKLYN, NY  
**NHTSA Summary:**  
DT\*: THE CONTACT STATED WHILE DRIVING 10 MPH IN A PARKING LOT AND ATTEMPTING TO MANEUVER INTO A PARKING SPACE THE VEHICLE ACCELERATED TO 30 MPH WITHOUT WARNING CRASHING INTO A POLE AND CAUSING DAMAGE TO A FENCE. THE AIR BAGS DID NOT DEPLOY. A POLICE REPORT WAS TAKEN AND THE DEALER WAS

NOTIFIED. THE VEHICLE WAS TOTALED BY THE INSURANCE COMPANY. UPDATED 10/13/06. \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10170561  
**Date of Incident:** 20060921  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** MCMURRAY, PA  
**NHTSA Summary:**  
DRIVER CONCLUDED BUSINESS AT A DRIVE THROUGH ATM AT A LOCAL SHOPPING MALL. VEHICLE WAS SHIFTED INTO 'DRIVE' AND AT THAT INSTANT THE ENGINE STARTED RACING AT HIGH SPEED AND THE VEHICLE ACCELERATED RAPIDLY. THE DRIVER DEPRESSED THE BRAKE PEDAL, BUT THE VEHICLE WOULD NOT STOP. THE ENGINE WAS STILL RACING AT TOP SPEED AND THE VEHICLE WAS PICKING UP MOMENTUM. THE DRIVER PUMPED THE BRAKES SEVERAL TIMES, BUT NO FEEDBACK RESPONSE COULD BE FELT. THE RAPID, UNINTENDED ACCELERATION CAUSED THE VEHICLE TO TRAVEL ACROSS THE CENTERLINE AND INTO THE OPPOSITE DIRECTION OF TRAFFIC, WITH OPPOSING TRAFFIC APPROACHING THE DRIVER TURNED THE VEHICLE SHARPLY TO THE RIGHT IN AN EFFORT TO AVOID A COLLISION. SEEING A NUMBER OF CARS STOPPED AT THE APPROACHING INTERSECTION TO THE MAIN ROAD, THE DRIVER CONTINUED TO STEER THE CAR HARD TO THE RIGHT. THE VEHICLE THEN WENT OVER AN EMBANKMENT AND STRUCK A STEEL LIGHT POLE RESULTING IN TOTAL LOSS OF THE VEHICLE AND SIGNIFICANT INJURIES TO THE DRIVER. TOTAL TRAVEL DISTANCE OF THE VEHICLE FROM ACCELERATION TO IMPACT WAS APPROXIMATELY 300 FEET. TOTAL INCIDENT TIME AND FINAL SPEED ARE UNCERTAIN. \*NM  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 20061000  
**Date of Incident:** 2004 LEXUS RX330  
**Location of Incident:** NEWTOWN, PA  
**NHTSA Summary:**  
October 2006 incident. Believes that he reported to NHTSA - Had carpeted mat. My wife drove a lexus rx330 2004. She was at a movie rental store and was leaving the parking lot. When she backed up she heard a bang noise and thought she hit something. That was not the case and when she started forward the car just took off picking up speed and heading toward a house. No matter how hard she hit the brake the car just kept going faster. At the last minute she turn left towards an ally and hit the concrete corner of a building. The police had to cut her out of the car and went to the hospital by ambulance. The car should have been totaled but they fix it and she refused to drive the car (I drove it). The dealership said driver error or mat on the floor and did not know of other problems with toyotas. In fact the dealership said they had no details of this. The black box was removed by Toyota and said nothing found. We hired someone to check the box (toyota said we needed a lawyer to look into the box) and his findings that all the data was erased. Now we come to find out alot of cars had the same experience. Please let me know who I can contact to add our case on file. We were deceived.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10191031  
**Date of Incident:** 20061001  
**Vehicle:** 2005 TOYOTA CAMRY  
**Safety Research & Strategies** 236  
*Toyota Sudden Unintended Acceleration: Appendix A*

**Location of Incident:** NORTH WEST, DC

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2005 TOYOTA CAMRY. THE CONTACT STATED THAT WHEN HE DEPRESSES THE BRAKE PEDAL, THE VEHICLE ACCELERATES INSTEAD OF STOPPING. THE CONTACT HAS TO REMOVE HIS FOOT FROM THE BRAKE PEDAL IN ORDER TO STOP THE ACCELERATION. THE FAILURE CAUSED THE VEHICLE TO CRASH INTO ANOTHER VEHICLE ON MAY 7, 2007. THE POLICE STATED THAT SINCE THE CRASH OCCURRED ON PRIVATE PROPERTY, THERE WAS NO NEED TO FILE A POLICE REPORT. THE MANUFACTURER HAS NOT BEEN NOTIFIED. THE CONTACT WAS REFERRED TO NHTSA BY THE REPAIR SHOP. THE ENGINE SIZE WAS UNKNOWN. THE CONSUMER PROVIDED PICTURES OF THE DAMAGED VEHICLE. UPDATED 06/08/07 \*TR

**Additional Summary:**

**Toyota ID No:**

**NHTSA ODI No:** 10170227  
**Date of Incident:** 20061007  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** VISALIA, CA

**NHTSA Summary:**

I WAS ENTERING A PARKING SPACE. MY TOYOTA CAMRY (2004), HAD A SURGE OF ACCELERATION WHILE I WAS DEPRESSING THE BRAKE. IT WOULD NOT STOP CAUSING MY VEHICLE TO LUNGE FORWARD THROUGH A PARKING SIGN AND A CEMENT CURVE. THE AIR BAGS FAILED TO DEPLOY AT THE TIME TO CRASH. \*NM

**Additional Summary:**

**Toyota ID No:**

**NHTSA ODI No:** 10181738  
**Date of Incident:** 20061013  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** WOODINVILLE, WA

**NHTSA Summary:**

THE LAG AND/OR SUDDEN SURGING OF THE CAR UPON LIGHT ACCELERATION IS VERY DANGEROUS. WHILE ATTEMPTING TO MODERATELY ACCELERATE THE VEHICLE PAUSED, THEN DOWNSHIFT ACCELERATING MUCH FASTER THAN CONDITIONS PERMITTED. I NEARLY STRUCK ANOTHER VEHICLE BECAUSE I WAS UNPREPARED FOR THE CAR TO NOT FUNCTION IN A CONTROLLED MANNER. \*NM

**Additional Summary:**

**Toyota ID No:**

**NHTSA ODI No:** 10170919  
**Date of Incident:** 20061016  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** MADISON, WI

**NHTSA Summary:**

DT\*: THE CONTACT STATED THE VEHICLE EXCESSIVELY ACCELERATED WHILE BACKING OUT OF A PARKING SPACE AT 2 MPH. PRIOR TO THE INCIDENT, THE MOTOR WOULD ROAR UP WHEN PUT INTO GEAR AND WHEN THE GAS PEDAL WAS APPLIED. THE VEHICLE WAS TAKEN TO THE DEALER AND THE CONTACT WAS WAITING TO HEAR THE RESULTS OF THE EXAMINATION. THEIR WAS AN ODI #10150350 THAT APPLIED TO THIS COMPLAINT PERTAINING TO THE VEHICLE SPEED CONTROL MODULE.

**Additional Summary:**

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**Toyota ID No:**

**NHTSA ODI No:** 10171600  
**Date of Incident:** 20061018  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** YARDLEY, PA

**NHTSA Summary:**

THE VEHICLE IS A 2004 TOYOTA CAMRY. ON FOUR SEPARATE OCCASIONS, THE VEHICLE SURGED WHEN THE DRIVER DEPRESSED THE BRAKE PEDAL WITHOUT DEPRESSING THE ACCELERATOR PEDAL. THE TOYOTA DEALER INSPECTED THE VEHICLE AND REPORTED NO PROBLEMS. \*NM

**Additional Summary:**

**Toyota ID No:**

**NHTSA ODI No:** 10171712  
**Date of Incident:** 20061024  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** CONNELLY, NY

**NHTSA Summary:**

DT\*: THE CONTACT STATED WHEN THE VEHICLE WAS NOT WARMED UP, THERE WAS LITTLE POWER WHEN ACCELERATING, THEN THE VEHICLE SURGED FORWARD EXTREMELY FAST. THE LAST OCCURRENCE HAPPENED WHILE DRIVING 30 MPH. THE VEHICLE WAS TAKEN TO THE SERVICE DEALER TWICE FOR THE PROBLEM AND THE MANUFACTURER WAS NOTIFIED.

**Additional Summary:**

**Toyota ID No:**

**NHTSA ODI No:** 10175962  
**Date of Incident:** 20061031  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** REDDING, CA

**NHTSA Summary:**

DT\*: THE CONTACT STATED ON THREE SEPARATE OCCASIONS THE VEHICLE ACCELERATED WITHOUT WARNING WHEN PLACED INTO GEAR. THE VEHICLE WAS DRIVEN TO THE DEALER BOTH TIMES HOWEVER THE PROBLEM COULD NOT BE DUPLICATED. UPDATED 01/30/07 \*JB

**Additional Summary:**

**Toyota ID No:**

**NHTSA ODI No:** 10172357  
**Date of Incident:** 20061031  
**Vehicle:** 2006 TOYOTA COROLLA  
**Location of Incident:** BATON ROUGE, LA

**NHTSA Summary:**

DT\*: THE CONTACT STATED WHILE DRIVING VARIOUS SPEEDS AND RELEASING THE ACCELERATOR PEDAL THE VEHICLE ONLY SLOWED TO 30 MPH. ALSO, WHEN DEPRESSING THE BRAKE PEDAL THERE WAS A EXTENDED STOPPING DISTANCE. FURTHERMORE, THE ODOMETER HAD BECOME INOPERABLE. THE VEHICLE WAS DRIVEN TO THE DEALER WHERE THE CAUSE OF THE PROBLEMS COULD NOT BE DETERMINED.

**Additional Summary:**

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**Toyota ID No:**

**NHTSA ODI No:** 10172372  
**Date of Incident:** 20061031  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** GARRISON, NY

**NHTSA Summary:**

WE PURCHASED A 2006 TOYOTA RAV4 4X4 LIMITED IN MARCH 2006. SINCE THE DAY WE PURCHASED THE VEHICLE, WE HAVE HAD ISSUES WITH THE ACCELERATION EITHER NOT RESPONDING OR LURCHING FORWARD. WHEN TAKING OFF FROM A STOP, IT OCCASIONALLY TAKES THE CAR SEVERAL SECONDS TO ENGAGE AND ACCELERATE. OTHER TIMES, WHEN SLOWING DOWN TO STOP AT A LIGHT OR SIGN, THE CAR CONTINUES TO REV THE RPM+ |~| ~|c|(tm)S AND LURCHES FORWARD. IN ORDER TO STOP THE CAR FROM LURCHING FORWARD, WE HAVE TO PUT THE CAR IN NEUTRAL AND SLAM ON THE BREAKS. THIS IS VERY SCARY IF YOU ARE COMING UP TO AN ACTIVE INTERSECTION. FROM READING OTHER COMPLAINTS, TOYOTA NEEDS TO ADDRESS THIS ISSUE! \*NM

**Additional Summary:**

**Toyota ID No:**

**NHTSA ODI No:** 10173039  
**Date of Incident:** 20061101  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** HOUSTON, TX

**NHTSA Summary:**

DT\*: THE CONTACT STATED WHILE PARKING THE VEHICLE ON THE UPPER LEVEL OF A MULTI-LEVEL PARKING GARAGE, THE BRAKE PEDAL WAS DEPRESSED AND THE VEHICLE SURGED FORWARD, BREAKING THROUGH THE SAFETY CABLE AND DAMAGING THE BODY OF THE VEHICLE. THE VEHICLE WAS TAKEN TO A SERVICE DEALER, WHERE THE DEALER WAS UNABLE TO DUPLICATE OR DETERMINE THE CAUSE OF THE PROBLEM. UPDATED 12/5/2006 - \*NM

**Additional Summary:**

**Toyota ID No:**

**NHTSA ODI No:** 10192539  
**Date of Incident:** 20061101  
**Vehicle:** 2006 SCION XB  
**Location of Incident:** ORLANDO, FL

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2006 TOYOTA SCION XB. THE CONTACT STATED THAT THE VEHICLE ACCELERATED TO 10 MPH WITHOUT WARNING. THE DEALER WAS UNABLE TO DUPLICATE THE FAILURE. THE DEALER DID NOT MAKE ANY REPAIRS. THE CURRENT MILEAGE IS 16,000 AND FAILURE MILEAGE WAS 3,000.

**Additional Summary:**

**Toyota ID No:**

**NHTSA ODI No:** 10172626  
**Date of Incident:** 20061104  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** PARSIPPANY, NJ

**NHTSA Summary:**

TOYOTA CAMRY 2000 VIN#4T1BG22K6YUXXXXX TODAY (11.04.06), WHILE DRIVING THIS CAR, ENGINE ACCELERATED WITHOUT FURTHER PUSHING GAS PEDDLE. I STOPPED THE

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Toyota Sudden Unintended Acceleration: Appendix A

CAR AND SHIFTED THE GEAR TO PARKED MODE, STILL ENGINE WAS RUNNING AT MORE THAN 3000 RPM. I STOPPED THE ENGINE AND STARTED AGAIN. STILL ENGINE WAS RUNNING AT HIGH SPEED. WHILE CAR WAS STOPPED, I PUSHED THE GAS PEDDLE SEVERAL TIMES AND STARTED THE ENGINE. THEN ENGINE WAS RUNNING AT NORMAL SPEED. AFTER 1 HR, I OBSERVED THE SAME PROBLEM. PLEASE ADVISE ME IN THIS REGARD. THANK YOU. REGARDS, VENKATA. \*NM

**Additional Summary:**

**Toyota ID No:**

**NHTSA ODI No:** 10176356  
**Date of Incident:** 20061105  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** MISSOURI CITY, TX

**NHTSA Summary:**

I WAS SLOWLY TURNING RIGHT TO PARK IN FRONT OF A STORE WITH MY FOOT ON THE BRAKES PREPARING TO STOP WHEN MY 2005 CAMRY ACCELERATED, JUMPED THE CURB AND CRASHED INTO A STOREFRONT WINDOW. \*JB

**Additional Summary:**

**Toyota ID No:**

**NHTSA ODI No:** 10172802  
**Date of Incident:** 20061105  
**Vehicle:** 2006 TOYOTA TUNDRA  
**Location of Incident:** CHESTER, VA

**NHTSA Summary:**

2006 TOYOTA TUNDRA:WHEN CRUISE CONTROL IS ENGAGED, ANY HILL OR EVEN MINOR INCLINE INITIATES A DOWNSHIFT OF ONE OR TWO GEARS ACCOMPANIED BY FULL THROTTLE ACCELERATION.THIS DOES NOT OCCUR, EVEN ON MAJOR HILLS SANS CRUISE CONTROL.DEALER SAYS THIS IS NORMAL.ACTION SHOULD BE TAKEN BEFORE AN ACCIDENT/DEATH OCCURS.

**Additional Summary:**

**Toyota ID No:**

**NHTSA ODI No:** 10173375  
**Date of Incident:** 20061113  
**Vehicle:** 2004 TOYOTA HIGHLANDER  
**Location of Incident:** PITTSBURGH, PA

**NHTSA Summary:**

DT\*: THE CONTACT STATED AT VARIOUS SPEEDS, THE VEHICLE HESITATED WHEN THE ACCELERATOR PEDAL WAS DEPRESSED. ALSO, THE VEHICLE SHIFTED ERRATICALLY. THE DEALERSHIP HAD REPROGRAMMED THE COMPUTER MULTIPLE TIMES, BUT THE PROBLEM PERSISTED.\*AK

**Additional Summary:**

**Toyota ID No:**

**NHTSA ODI No:** 10175179  
**Date of Incident:** 20061115  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** KNOXVILLE, TN

**NHTSA Summary:**

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Toyota Sudden Unintended Acceleration: Appendix A

DT\*: THE CONTACT STATED WHILE DRIVING 10 MPH IN THE RAIN, THE ACCELERATOR PEDAL BECAME STUCK, RAISING THE VEHICLE'S SPEED, AND CAUSING IT TO COLLIDE WITH 3 OTHER VEHICLES. IT WAS TOWED TO A SERVICE DEALER, WHO WAS UNABLE TO DETERMINE THE CAUSE OF THE PROBLEM. UPDATED 12/28/06. \*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10179255  
**Date of Incident:** 20061116  
**Vehicle:** 2006 TOYOTA CAMRY SOLARA  
**Location of Incident:** SAMMAMISH, WA

**NHTSA Summary:**  
THROTTLE LAG AT LOW SPEED AND FROM STOP IS INCONSISTENT AND HAS BEEN THE CAUSE FOR SEVERAL CLOSE CALLS WHEN PULLING INTO TRAFFIC. MANUFACTURER WAS INFORMED; DEALER INVESTIGATED; STATES THIS IS NORMAL, AND NOTHING CAN BE DONE. THAT LAG IS "ACCEPTABLE". SOME INSTANCES HAVE BEEN SEVERAL SECONDS BEFORE ACTUAL THROTTLE RESPONSE. DRIVER HAS TO USE HARDER ACCELERATION TO COMPENSATE WHEN THIS HAPPENS. THIS IS A SAFETY ISSUE THAT TOYOTA IS AWARE OF BUT DECLINES TO ADMIT IT IS A PROBLEM. DRIVER IS VERY CONCERNED THAT THIS ISSUE WILL BE CAUSE OF AN ACCIDENT. \*NM

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10174239  
**Date of Incident:** 20061123  
**Vehicle:** 2002 TOYOTA TUNDRA  
**Location of Incident:** DENHAM SPRINGS, LA

**NHTSA Summary:**  
MY '02 TOYOTA TUNDRA WOULD SUDDENLY NOT IDLE ON ITS ON. THEN IT WOULD RUN NORMALLY. THIS HAS HAPPENED TWICE NOW. NOW I HAVE TO PUSH THE GAS PEDAL HALF WAY TO THE FLOOR TO GET ANY RESPONSE. IN RESEARCHING THE PROBLEM I DISCOVERED THAT THERE ARE A LOT OF PEOPLE HAVING THE SAME PROBLEM. IT IS ALL RELATED TO EITHER THE THROTTLE POSITION SENSOR OR THE THROTTLE LEVEL SENSOR. THESE PARTS COST AROUND \$275 EACH. TOYOTA MECHANICS KNOW THERE IS A PROBLEM HERE BUT TOYOTA WILL DO NOTHING TO HELP. \*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10174741  
**Date of Incident:** 20061129  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** RIVERSIDE, CA

**NHTSA Summary:**  
THIS MAY BE A REPEAT COMPLAINT BECAUSE I FILLED THIS OUT EARLIER BUT MY COMPUTER CRASHED. MY MOTHER AND SISTER HAD A MINOR ACCIDENT TODAY (11/29/2006, 12:10 P.M.) IN WHICH OUR 2005 TOYOTA CAMRY SURGED FORWARD FROM ITS PARKING SPACE WHERE MY MOTHER HAD PULLED IN INTO THE OPPOSITE PARKING SPACE AND INTO A PARKED FORD EXPLORER SUV, KNOCKING OFF THE EXPLORER'S FRONT LICENSE PLATE COMPLETELY ONTO THE GROUND. MY SISTER SAID SHE LOOKED DOWN TO SEE IF MY MOTHER'S FOOT WAS ON THE ACCELERATOR AND IT WAS NOT, IT WAS ON THE BRAKE PEDAL. SHE HEARD MY MOTHER SAY "I CAN'T STOP!" AS SHE STOOD ON THE BRAKE PEDAL. THE CAR SURGED FORWARD INTO THE PARKED EXPLORER ON

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*Toyota Sudden Unintended Acceleration: Appendix A*

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ITS OWN ACCELERATION. WE HAD A TOYOTA IN THE EARLY 1980'S AND HAD THIS EXACT PROBLEM RESULTING IN ANOTHER CRASH. THIS HAS BEEN A PROBLEM FOR TOYOTA'S SINCE THEN. TOYOTA SHOULD HAVE FIXED THIS PROBLEM OVER THE LAST 20+ YEARS. BACK THEN THERE WAS NO INTERNET TO FILL OUT IMMEDIATELY AFTER THE CRASH TO COMPLAIN. \*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10175251  
**Date of Incident:** 20061202  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** WARWICK, RI

**NHTSA Summary:**  
DT\*: THE CONTACT STATED THE HE WAS APPLYING THE BRAKE WHILE PULLING INTO A PARKING LOT WHEN THE VEHICLE LUNGED FORWARD. THE CONSUMER CONTINUED TO APPLY THE BRAKE BUT THE VEHICLE CONTINUED VERY SLOWLY FORWARD UNTIL IT WENT THROUGH A STORE'S GLASS WINDOW. THE POLICE DETERMINED THE CONTACT MUST HAVE ACCIDENTALLY DEPRESSED THE ACCELERATOR PEDAL, BUT THE CONTACT DENIED THE DETERMINATION. A POLICE REPORT WAS TAKEN, AND THE VEHICLE WAS NOT TAKEN TO A SERVICE DEALER. \*AK UPDATED 12/28/2006 - THE AIR BAGS DID NOT DEPLOY. \*NM

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10175272  
**Date of Incident:** 20061205  
**Vehicle:** 2001 TOYOTA SEQUOIA  
**Location of Incident:** AUSTIN, TX

**NHTSA Summary:**  
2001 TOYOTA SEQUOIA. WHEN I SHIFTED FROM REVERSE TO DRIVE THE ENGINE ROARED TO A FULLY RACING ENGINE AND ACCELERATED FORWARD. HARD BRAKING COULD NOT SLOW THE VEHICLE AND IT HIT THE BACK OF A 2004 HONDA MINI-VAN THAT WAS PARKED, DOING EXTENSIVE DAMAGE BUT CAUSING NO INJURIES. \*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10219086; 10290122  
**Date of Incident:** 20061206  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** ALPHARETTA; JOHNS CREEK, GA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2005 TOYOTA CAMRY. WHILE GOING FORWARD INTO THE GARAGE AT 1 MPH ON DECEMBER 6, 2006, THE VEHICLE LUNGED FORWARD AND CRASHED THROUGH A WALL. THE FREEZER, STOVE, KITCHEN CABINETS, DESK, TABLE, AND CHAIRS WERE DAMAGED. ON A SECOND OCCASION, THE VEHICLE LUNGED FORWARD, BUT NO CRASH OCCURRED. ON JUNE 15, 2007, THE VEHICLE ACCELERATED AND CRASHED INTO THE WALL OF A GROCERY STORE, CAUSING EXTENSIVE DAMAGE. THE DEALER HAD THE VEHICLE AFTER EACH FAILURE AND PERFORMED BODY WORK ON THE VEHICLE; HOWEVER, THE CONTACT DID NOT KNOW WHAT MECHANICAL WORK WAS PERFORMED. WHEN HE ASKED FOR THE PAPERWORK, HE WAS DENIED. THE POWERTRAIN WAS UNKNOWN. THE CURRENT AND FAILURE MILEAGES WERE 24,000.

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UPDATED 03-18-08 \*BF THE CONSUMER STATED AIRBAGS NEVER DEPLOYED IN BOTH CRASHES. UPDATED 03/18/08 \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10175687  
**Date of Incident:** 20061208  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** LITTLE ROCK, AR

**NHTSA Summary:**  
WE OWN A 2002 TOYOTA CAMRY LAST NIGHT MY WIFE, SON AND A FRIEND WERE SITTING AT A STOP LIGHT BEHIND ANOTHER CAR. WITH MY WIFE'S FOOT ON THE BRAKE, THE CAR REVVED UP AND LUNGED INTO THE BACK OF THE CAR IN FRONT OF HER. IMMEDIATELY AFTER HITTING HER ONCE, THE ENGINE REVVED UP EVEN HIGHER AND ACCELERATED INTO THE CAR AGAIN. HAD SHE BEEN FIRST IN LINE AT THE LIGHT, SHE WOULD HAVE BEEN THROWN INTO THE MIDDLE OF A BUSY FOUR LANE INTERSECTION AND MIGHT POSSIBLY NOT BE HERE TODAY. IF YOU HAVE ANY MORE INFO ON THIS, COULD YOU PLEASE SEND IT TO ME OR TELL ME WHERE IT COULD BE FOUND. \*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10298314  
**Date of Incident:** 20061210  
**Vehicle:** 2006 TOYOTA SIENNA  
**Location of Incident:** THORNTON, CO

**NHTSA Summary:**  
MY 2006 TOYOTA SIENNA'S ACCELERATOR GETS STUCK IN THE ACCELERATION POSITION. I WAS ENTERING THE HIGHWAY SO I WAS QUICKLY ACCELERATING TO MERGE WITH TRAFFIC AND ONCE I MERGED WITH TRAFFIC I RELEASED THE ACCELERATOR PEDAL TO ADJUST MY SPEED AND THE PEDAL REMAINED IN ACCELERATION MODE AND I WAS UNABLE TO STOP IT. I TRIED PRESSING THE BRAKE PEDAL TO STOP OR DECREASE THE ACCELERATION AND THAT DIDN'T WORK. I TRIED DEPRESSING THE ACCELERATOR PEDAL AGAIN TO SEE IF IT WAS STUCK AND THAT DIDN'T WORK. EVENTUALLY THE ACCELERATION STOPPED ON ITS OWN. THIS HAS HAPPENED TO ME TWICE AND MY HUSBAND ONCE. SO FAR THIS HAS OCCURRED THREE TIMES SINCE WE'VE HAD THE VEHICLE. I TOOK IT INTO A TOYOTA DEALER WHERE THEY RECORDED MY ISSUE ON THE SERVICE INVOICE ON 2/17/07 AND WERE UNABLE TO DUPLICATE THE ISSUE AND REMARKED THAT MY FLOOR MATS WERE UPSIDE DOWN AND THAT I SHOULD INSTALL THEM PROPERLY. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10176320  
**Date of Incident:** 20061211  
**Vehicle:** 2006 TOYOTA SEQUOIA  
**Location of Incident:** TUCSON, AZ

**NHTSA Summary:**  
UNEXPLAINED ACCELERATION AT SLOW SPEED. ONCE WHEN TRYING TO PARK, VEHICLE ACCELERATED AND WENT OVER CURB AND INTO DITCH. ANOTHER TIME WHEN STARTING OUT FROM A STOP SIGN. TOOK TO DEALER AND THEY COULD NOT FIND ANY PROBLEMS WITH VEHICLE. \*NM

**Additional Summary:**

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**Toyota ID No:**  
**NHTSA ODI No:** 10214759  
**Date of Incident:** 20061216  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** HOUSTON, TX

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2004 TOYOTA CAMRY. IN AN ATTEMPT TO PARK THE VEHICLE, IT SURGED FORWARD AND STRUCK A POST. THE CONTACT PLACED HER FOOT ON THE BRAKE PEDAL, SHIFTED INTO REVERSE, AND RELEASED THE BRAKE WHEN THE VEHICLE ACCELERATED BACKWARDS, SIDESWIPE A VEHICLE, JUMPED A CURVE, AND STRUCK ANOTHER VEHICLE BEFORE COMING TO A STOP. THE FRONT PASSENGER SUSTAINED HEAD INJURIES AND THE VEHICLE SUSTAINED APPROXIMATELY \$9,000 WORTH OF DAMAGES. A POLICE REPORT WAS FILED. THE SPEED WAS UNKNOWN. THE CURRENT AND FAILURE MILEAGES WERE 45,000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10293632  
**Date of Incident:** 20061219  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** HOUSTON, TX

**NHTSA Summary:**  
FIRST, LET ME SAY THAT I AM AND REMAIN A SATISFIED TOYOTA CUSTOMER. HOWEVER, I HAVE EXPERIENCED THE "STUCK ACCELERATOR" TYPE OF INCIDENT IN MY 2003 CAMRY ON NUMEROUS OCCASIONS. AT FIRST, I CONSIDERED IT TO BE SOME SORT OF RARE EVENT. IT DID SEEM TO ME THAT THE FLOOR MAT AND THE ACCELERATOR PEDAL WERE SOMEHOW "JAMMED" WHEN THAT HAPPENED. CURRENTLY, WITH THE NEWS ABOUT OTHERS HAVING THE SAME EXPERIENCE, WITH NEWER MODELS OF CAMRY, I WANT TO ALERT NHTSA THAT THE PROBLEM MAY EXIST IN MODEL YEARS AS FAR BACK AS 2003. \*TR NORMAN F CARNAHAN, PE, PHD

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10178672  
**Date of Incident:** 20061220  
**Vehicle:** 2002 TOYOTA AVALON  
**Location of Incident:** WALNUT CREEK, CA

**NHTSA Summary:**  
THE CARE WOULD ACCELERATE WITHOUT INPUT FROM THE DRIVER. \*NM

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10177059  
**Date of Incident:** 20061223  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** BLACKSBURG, VA

**NHTSA Summary:**  
ON DEC. 23, 2006, AROUND 11:20 AM, I WAS DRIVING AT ABOUT 5 MPH IN A PARKING LOT. AS I MADE A SLIGHT TURN TO THE LEFT TO STRAIGHTEN OUT, THE CAR SUDDENLY ACCELERATED AND HIT A PARKED CAR. THE BRAKES DID NOT WORK, EVEN WHEN

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FLOORED. THE CAR WOULD NOT STOP UNTIL IT PUSHED ANOTHER CAR UP ONTO THE SIDEWALK AND ITS WHEELS BUMPED UP AGAINST THE CURB. THE CAR WAS EVENTUALLY STOPPED BY TURNING OFF THE ENGINE USING THE KEY IN THE IGNITION. (TAKING MY FOOT OFF THE BRAKE PEDAL SEEMED TO MAKE IT GO FASTER.) THE WEATHER WAS SUNNY, BUT THE CAR HAD BEEN PARKED OUTSIDE IN THE RAIN THE TWO PREVIOUS DAYS. I HAD NOT USED THE CRUISE CONTROL ANYTIME RECENTLY BEFORE THE INCIDENT. WE HAVE NOT HAD ANY PROBLEMS WITH THIS CAR, ALTHOUGH OCCASIONALLY, THE RADIO TURN HAS TURNED ITSELF ON WHILE WE WERE DRIVING.

\*NM  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:**  
**Date of Incident:** 20061223  
**Vehicle:** 2005 LEXUS ES 350  
**Location of Incident:** SAN DIEGO, CA  
**NHTSA Summary:**

They were leaving Parkway Plaza parking lot. Husband was driving out of parking lot. Tried to avoid cars and pedestrians. Husband was trying to brake and trying to lift accelerator with foot. Hit about three or four cars and one head-on, which finally stopped the car. Police and fire department came. Husband turned car back on and was unable to replicate. Car towed away. Wife called dealer and said she thought accelerator got stuck.

People in last vehicle hit had some injuries - not sure of extent - not seriously injured  
 Approx. \$13k in body work done. After the body work was done, brought car home, and it lunged into the garage. Called Kearny Mesa Lexus. Spoke with service manager Daniel Byron. Said the car lunged. Daniel said if they brought the car on the lot he would call the police. He said he didn't want anything to do with their car. Might not work there anymore.  
 No rubber mats in her car. Traded it in shortly after lunging in garage.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10295193  
**Date of Incident:** 20061225  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** VALENCIA, CA  
**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2003 TOYOTA CAMRY. THE ACCELERATOR PEDAL WOULD BECOME STUCK DUE TO THE ENTRAPMENT OF THE FLOOR MAT. SHE USUALLY HAS TO MANUALLY REMOVE THE FLOOR-MAT TO PREVENT A CATASTROPHIC FAILURE. THE FAILURE OCCURRED EVERY TIME SHE OPERATED THE VEHICLE. THE VEHICLE WAS TAKEN TO THE DEALER. THE TECHNICIAN STATED THAT SINCE HER VEHICLE WAS NOT INCLUDED IN RECALL NUMBER 09V388000 (VEHICLE SPEED CONTROL-ACCELERATOR PEDAL), SHE WAS INELIGIBLE FOR A FREE REMEDY. SHE CALLED THE MANUFACTURER, BUT COULD NOT REACH A REPRESENTATIVE. NO REPAIRS WERE MADE, BUT SHE WAS IN THE PROCESS OF REMOVING THE FLOOR-MAT. THE FAILURE MILEAGE WAS APPROXIMATELY 110,000. THE CURRENT MILEAGE WAS APPROXIMATELY 162,000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10177184  
**Date of Incident:** 20061226  
**Vehicle:** 2006 TOYOTA TUNDRA

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**NHTSA ODI No:** 10179445  
**Date of Incident:** 20061230  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** MOUNTAIN HOME, AR  
**NHTSA Summary:**

TL\* - WHILE BACKING UP OUT OF A PARKING LOT THE 2002 TOYOTA CAMRY SUDDENLY ACCELERATED. THE CONTACT APPLIED THE BRAKE WITH FULL FORCE IN ORDER TO STOP VEHICLE FROM ACCELERATING INTO A WALL. THE CONTACT TOOK VEHICLE INTO THE LOCAL MECHANIC AND THE MECHANIC REPLACED THE ACCELERATOR POSITION SENSOR. THE CURRENT MILEAGE IS 21265 AND THE FAILURE MILEAGE IS 21200.\*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10200693  
**Date of Incident:** 20070107  
**Vehicle:** 2007 LEXUS GS350  
**Location of Incident:** SCHERTZ, TX  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 LEXUS GS350. WHILE PARKED, THE VEHICLE SUDDENLY ACCELERATED AND CRASHED INTO A BRICK WALL, WITHOUT ANY PRESSURE TO THE ACCELERATOR PEDAL. THE DEALER WAS UNABLE TO DETERMINE THE CAUSE OF FAILURE. THE CURRENT MILEAGE WAS 4,000 AND FAILURE MILEAGE WAS 200.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10178183  
**Date of Incident:** 20070108  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** CLEVELAND, OH  
**NHTSA Summary:**

TL\* - THE CONTACT STATED THE VEHICLE ACCELERATED UNEXPECTEDLY WHILE DRIVING. THE CONTACT STATED THAT MOST OF THE INCIDENTS OCCURRED WHILE THE HE WAS PULLING INTO A PARKING SPACE. THE CONTACT STATED THE HE HAD FOUR MINOR CRASHES DUE TO THE VEHICLE ACCELERATING. IN THE LATEST INCIDENT THE VEHICLE ACCELERATED ACROSS A FIVE LANE HIGHWAY AND CRASHED INTO A UTILITY POLE. THE WEATHER CONDITIONS WERE DRY, AND WAS NOT AWARE OF THE VEHICLE'S SPEED. THE DRIVER WAS INJURED, AND TAKEN IN AN AMBULANCE TO THE HOSPITAL. THE DRIVER SUSTAINED BURNS FROM THE SEAT BELTS. THE AIR BAGS DID NOT DEPLOY. THE CONTACT STATED THAT HE HAD PREVIOUSLY TAKEN THE VEHICLE TO THE DEALER, AND THEY COULD NOT FIND ANYTHING WRONG. THE CONTACT HAS THE REPAIR ORDER, AND THE POLICE REPORT.\*AK UPDATED 02/06/07.\*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10186745  
**Date of Incident:** 20070120  
**Vehicle:** 2005 TOYOTA TUNDRA  
**Location of Incident:** SPARKS, MD  
**NHTSA Summary:**

TL\* - THE CONTACT STATED THAT ON TWO SEPARATE OCCASIONS WHILE DRIVING THE 2005 TOYOTA TUNDRA WITH 28,000 FAILURE MILEAGE THE VEHICLE LURCHED FORWARD WITH HIS FOOT DEPRESSED ON THE BRAKE PEDAL. THE IGNITION HAD TO BE TURNED

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**Location of Incident:** MOUN MORRIS, NY

**NHTSA Summary:**  
 WITH CRUISE CONTROL ENGAGED AT 55 MPH ANY INCREASE IN INCLINE WILL INITIATE A ONE OR TWO GEAR DOWNSHIFT AND SUBSTANTIAL THROTTLE APPLICATION. ALSO WHEN IN CRUISE CONTROL USING HAND CONTROL STALK TO INCREASE SPEED SLIGHTLY WILL INITIATE A ONE OR TWO GEAR DOWNSHIFT AND SUBSTANTIAL THROTTLE APPLICATION. BOTH OF THESE SITUATIONS CAN STARTLE THE DRIVER BECAUSE OF THE ABRUPT CHANGES AND COULD CAUSE AN ACCIDENT LEADING TO INJURY/DEATH. \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10179165  
**Date of Incident:** 20061227  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** BRONX, NY  
**NHTSA Summary:**

TL\* - THE CONTACT STATED THAT HIS 2006 TOYOTA RAV4 ACCELERATED WHILE HIS FOOT WAS ON THE BRAKE. THE CONTACT TOOK THE VEHICLE TO DEALER AND THE COMPUTER WAS REPLACED. ON 12/27/06 THE CONTACT STATED HE WAS INVOLVED IN AN ACCIDENT. WHILE HIS FOOT WAS ON THE BRAKE AND HE WAS STOPPED AT A LIGHT, THE VEHICLE LURCHED FORWARD AND STRUCK THE VEHICLE IN FRONT OF HIM. THE CONTACT HEARD A LOUD NOISE BEFORE THE INCIDENT. THE FAILURE MILEAGE ON THE VEHICLE WAS 94000. THE CONTACT WAS ABLE TO DRIVE THE VEHICLE. THERE WAS DAMAGE TO THE FRONT OF THE VEHICLE. THE DEALER TOLD THE CONTACT THAT THE FRONT END DAMAGE WILL NEED TO BE REPAIRED BEFORE THEY CAN DIAGNOSE ERRORS IN THE COMPUTER. THE CONTACT HAS A POLICE REPORT AND A REPAIR INVOICE FROM THE FIRST INCIDENT.\*NM WHEN MAKING TURNS LEFT OR RIGHT THE CONSUMER INDICATED THAT THE STEERING WHEEL FELT HARD. THE DEALER ORDERED A POWER STEERING COMPUTER.\*NM UPDATED 02/16/07.\*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10204341  
**Date of Incident:** 20061228  
**Vehicle:** 2006 LEXUS GS300  
**Location of Incident:** LEESBURG, IN  
**NHTSA Summary:**

UNCONTROLLED ACCELERATION OF A 2006 LEXUS GS 300 OCCURRED DURING OVERTAKING OF ANOTHER VEHICLE ON A TWO LANE US HIGHWAY. CAR WAS TOWED TO A LEXUS DEALER (LEXUS OF FT. WAYNE INDIANA) WHERE IT WAS DETERMINED THAT THE DRIVER'S FLOOR MAT WAS JAMMED AGAINST THE ACCELERATOR PEDAL. THE DEALER STATED THAT THIS WAS THE ONLY CASE OF THIS TO THEIR KNOWLEDGE. AFTER SEEING THE NHTSA REPORT OF RECALL REGARDING DIFFERENT LEXUS VEHICLES WITH THE SAME PROBLEM I SUSPECT THAT NHTSA HAS NOT BEEN INFORMED OF THE POTENTIAL FOR THE PROBLEM TO BE MORE WIDESPREAD, POTENTIALLY REQUIRING A BROADER RECALL EFFORT. THE DATE OF THE INCIDENT (12/28/06) IS APPROXIMATE. I WOULD EXPECT THAT THE EXACT DATE IS AVAILABLE FROM THE DEALER. THE INFORMATION UNDER "EQUIPMENT" IS NOT ACCURATE AS THE CHOICES MAKE NO SENSE.  
 \*TR  
**Additional Summary:**

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OFF TO STOP THE VEHICLE. THE VEHICLE WAS TAKEN TO A DEALER, AND THEY FOUND NOTHING WRONG. THE CONTACT RECEIVED RECALL 05V123000 PERTAINING TO VEHICLES WITH DUAL EXHAUST.\*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10181057  
**Date of Incident:** 20070126  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** FALMOUTH, MA  
**NHTSA Summary:**

I WAS DRIVING MY 2006 TOYOTA RAV4 WHEN I APPLIED THE BRAKES FROM ABOUT 25 MPH TO STOP FOR TRAFFIC AT A LIGHT. AS I APPLIED THE BRAKE THE ENGINE ACCELERATED AND I HAD TO STAND HARD ON THE BRAKE TO KEEP FROM HITTING THE CAR IN FRONT OF ME. AFTER A FEW SECONDS THE ENGINE SPEED CAME BACK TO NORMAL. AT THAT TIME I DOUBLE CHECKED MY FOOT POSITION ON THE BRAKE PEDAL AND AM CONFIDENT THAT I WAS IN NO WAY CONTACTING THE ACCELERATOR PEDAL.  
 \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10285754  
**Date of Incident:** 20070127  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** GREENSBURG, LA  
**NHTSA Summary:**

I WAS ENTERING A CAR WASH ON HWY51 IN AMITE CITY, LA. I LIGHTLY TAPPED THE ACCELERATOR. THE CAR LUNGED FORWARD AS IF I HAD STOMPED THE ACCELERATOR. I TOOK MY FOOT OFF THE GAS. IT CONTINUED TO ACCELERATE AS QUICKLY AS POSSIBLE. I USED TO BRAKES WITH NO RESULTS. I PUT MY FULL WEIGHT ON THE BRAKES WITH NO RESULTS. I WAS TERRIFIED AS I ZOOMED OUT OF THE CAR WASH AND INTO AN AREA WHERE THERE IS HEAVY PEDESTRIAN AS WELL AS VEHICULAR TRAFFIC. I COULD TELL THAT I WAS GOING AS FAST AS THE CAR WOULD GO. I QUICKLY SCANNED THE AREA AND SAW THAT NO ONE WAS DIRECTLY IN FRONT OF ME. I CROSSED THE SIDEWALK, PINE STREET AND THE PARKING LOT OF A CONVENIENCE STORE. I HIT A TELEPHONE POLL, AN IRON POLL AND A LARGE POLL ON A SIGN FOR GAS. BOTH MY LEGS WERE BROKEN/ BOTH BONES WERE BROKEN JUST ABOVE THE ANKLE ON THE LEFT LEG. THE LARGE BONE WAS BROKEN JUST BELOW THE KNEE ON THE RIGHT LEG. I STILL HAVE PROBLEMS WITH BOTH. MY DAUGHTER WAS DYING WITH CANCER. I WAS IN THE HOSPITAL, LATER REHAB, THEN A NURSING HOME WHILE I RECOVERED. I WAS NOT RELEASED UNTIL LATE MARCH. WAS NOT ABLE TO SEE MY DAUGHTER WHO LIVED IN TEXAS. I WENT TO SEE HER AS SOON AS I WAS RELEASED. SHE DIED A MONTH LATER. NOT BEING WITH HER AND HER FAMILY DURING THAT TIME WAS AS BAD AS THE INJURIES. ALL LAWYERS STATED THAT IT WOULD BE TOO EXPENSIVE TO PURSUE. TOYOTA EXAMINED THE CAR AND POO POOED THE IDEA THAT THEY WERE IN ANY WAY RESPONSIBLE. I WAS VERY WORRIED ABOUT SOMEONE HAVING A WORSE ACCIDENT.  
 \*TR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10182004  
**Date of Incident:** 20070131

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**Vehicle:** 2007 TOYOTA FJ CRUISER  
**Location of Incident:** FOXBORO, MA  
**NHTSA Summary:**  
 ENGINE ACCELERATES TO 1500 RPM WHEN I TAKE MY FOOT COMPLETELY OFF THE THROTTLE WHEN DRIVING AT SLOW SPEEDS (UNDER 1500 RPM). THIS CAUSES THE VEHICLE (MANUAL TRANSMISSION) TO SPEED UP INSTEAD OF SLOWING DOWN, EXACTLY THE OPPOSITE OF THE "ENGINE BRAKING" THAT ONE WOULD EXPECT. I FEEL THIS PRESENTS A MAJOR SAFETY HAZARD WHEN DRIVING IN TRAFFIC AND / OR ICY ROAD CONDITIONS. \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10285689  
**Date of Incident:** 20070201  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** COMMERCE TOWNSHIP, MI  
**NHTSA Summary:**  
 TL\*THE CONTACT OWNS A 2007 TOYOTA RAV4. WHILE DRIVING OUT OF THE DRIVEWAY THE FLOOR MAT STARTED TO SLIP UNDER THE BRAKE AND ACCELERATOR PEDAL. THE CONTACT HAS REMOVED THE FLOOR MATS. THE CONTACT IS AWARE OF THE SAFETY RISK SINCE THE VEHICLE COULD ACCELERATE AND CAUSE A CRASH. THE CURRENT MILEAGE WAS 20,000 AND THE FAILURE MILEAGE WAS 1,000.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10181803  
**Date of Incident:** 20070203  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** MARIETTA, GA  
**NHTSA Summary:**  
 SUDDEN ACCELERATION OF 2003 CAMRY WITH 27,000 MILES ON IT. I WAS PARKED, HAD FOOT ON BRAKE, TURNED CAR ON. PUT CAR IN DRIVE WHILE FOOT STILL ON BRAKE AND CAR SURGED FORWARD. THIS WAS SO FRIGHTENING AS A MOM AND CHILD WERE WALKING IN FRONT OF MY CAR. I SMASHED MY FOOT ON THE BRAKE, PUT CAR IN PARK AND TURNED MOTOR OFF TO MAKE IT STOP. \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10181575  
**Date of Incident:** 20070203  
**Vehicle:** 2004 LEXUS ES  
**Location of Incident:** COLLEGE PARK, GA  
**NHTSA Summary:**  
 TL\* - THE CONTACT CALLED REGARDINGTHE 2004 LEXUS ES 330. THE CONTACT WAS TURNING INTO A PARKING SPACE AND THE CONTACT'S VEHICLE HESITATED AND THEN SUDDENLY ACCELERATED AND HIT THE VEHICLE PARKED DIRECTLY IN FRONT. THERE WERE NO WARNING INDICATORS. THE CONTACT'S VEHICLE SUSTAINED FRONT END DAMAGE. THE HEADLIGHTS BROKE AND THE HOOD WAS DENTED. THE AIRBAGS DID NOT DEPLOY. THE CONTACT STATED THAT THE HER VEHICLE WENT UNDERNEATH THE VEHICLE IN FRONT. THE OTHER VEHICLE SUSTAINED MINOR DAMAGE. THE VEHICLE WAS DRIVABLE, AND HAS BEEN TAKEN TO A REPAIR SHOP. THE DEALER WILL DO A DIAGNOSTIC CHECK ON THE VEHICLE. A POLICE REPORT WAS FILED. \*AK  
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**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:**  
**Date of Incident:** 20070205  
**Vehicle:** 2005 Toyota CAMRY  
**Location of Incident:** BAKERSFIELD, CA  
**NHTSA Summary:**  
 "SAN LUIS OBISPO, CA - On February 5, 2007, ulent and Anne Ezal were headed to lunch at the Pelican Point Restaurant in Pismo Beach, California. The restaurant is nestled on the edge of a cliff, affording dramatic views of the Pacific Ocean below. The parking lot was downhill of the restaurant, so Ezal rode the brakes of his 2005 Camry as he approached a parking space. He was at a complete stop, when the Camry suddenly accelerated, jumping a small curb, crashing through a fence and over the bluff. The vehicle fell 70 feet to the rocks below, and turned over once, coming to rest in the surf. Anne Ezal died of her injuries in the crash. Bulent Ezal later recovered."  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10183576  
**Date of Incident:** 20070205  
**Vehicle:** 2003 TOYOTA TACOMA  
**Location of Incident:** SAN JOSE, CA  
**NHTSA Summary:**  
 TL\*- THE CONTACT PURCHASED ON 07/29/03 A 2003 TOYOTA TACOMA FOUR DOOR DBL CAB. THE FIRST FAILURE OCCURRED ON 4/25/04 WHILE SLOWLY PULLING INTO A PARKING PLACE WITH AND LIGHTLY ACCELERATING, THE ENGINE REVVED SO FAST THE TRUCK DROVE OVER THE PARKING STRIP AND CRASHED INTO A PILLAR ON THE SIDEWALK, CAUSING \$5000.00 WORTH OF DAMAGE TO TRUCK, AND \$6000.00 DAMAGE TO THE PILLAR. DURING THE SECOND OCCURRENCE ON 10/09/06 VEHICLE STOPPED AT A RED LIGHT AND THE ENGINE ACCELERATED SO THE CONTACT PUT IT IN TO NEUTRAL AND ENGINE REVVED FASTER. THE DRIVER THEN SHIFTED THE VEHICLE BACK INTO DRIVE AND ENGINE RETURNED TO NORMAL IN A COUPLE SECONDS. DURING THIRD OCCURRENCE ON 02/05/07 WHILE STOPPING AT A RED LIGHTTHE ENGINE REVVED AND WENT BACK TO NORMAL BEFORE THE CONTACT5 COULD TURN OFF THE KEY. IF THERE HAD BEEN A CAR IN FRONT OF THE CONTACT'S VEHICLE IT WOULD HAVE CAUSED A CRASH. THE FIRST TWO TIMES THE CONTACT TOOK THE TRUCK TO THE DEALER. EACH TIME THEY COULD NOT FIND ANYTHING, AND GENTLY SUGGESTED THAT MAYBE THE ACCELERATOR AND BRAKES WERE BOTH ENGAGED AT THE SAME TIME. FIRST TIME THE CONTACT'S FOOT WAS ON THE ACCELERATOR, AND THE OTHER TIMES IT WAS ONLY ON THE BRAKES, THAT WAS THE FIRST THING THE CONTACT CHECKED. THE SERVICE MANAGER ADVISED HER NOT TO DRIVE THIS VEHICLE. SO SHE RENTED A VEHICLE FOR A COUPLE DAYS. THEY HAD SOMEONE FROM TOYOTA COME TO CHECK IT OUT, BUT THEY COULD NOT FIND ANYTHING WRONG. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10217467  
**Date of Incident:** 20070206  
**Vehicle:** 2006 SCION XA  
**Location of Incident:** ARLINGTON, VA  
**NHTSA Summary:**  
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TL\*THE CONTACT OWNS A 2006 TOYOTA SCION XA. WHILE DRIVING 5 MPH, THE VEHICLE ACCELERATED TO 15 MPH. THE BRAKE PEDAL WAS DEPRESSED, HOWEVER, THE VEHICLE WOULD NOT STOP AND CRASHED INTO A TREE. THE VEHICLE WAS RESTARTED AND THE THROTTLE WAS FULLY ENGAGED. THE VEHICLE WAS TOWED TO THE DEALER AND THEY STATED THAT THE FAILURE WAS DUE TO THE AFTERMARKET ROSTRA CRUISE CONTROL SWITCH. THE FAILURE PREVIOUSLY OCCURRED WITHOUT A CRASH AND THE DEALER PREVIOUSLY RECOMMENDED THAT THE CRUISE CONTROL BE DISCONNECTED. THE CRUISE CONTROL WAS NOT DISCONNECTED BECAUSE THE DEALER STATED THAT THE FAILURE HAD BEEN REPAIRED. THE FAILURE MILEAGE WAS 13,200 AND CURRENT MILEAGE WAS 13,200. UPDATED 3/4/08 \*CN UPDATED 03/04/08 \*TR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10293500  
**Date of Incident:** 20070215  
**Vehicle:** 2005 TOYOTA 4RUNNER  
**Location of Incident:** ARNOLD, MD  
**NHTSA Summary:**  
 TL\* THE CONTACT OWNED A 2005 TOYOTA 4RUNNER. WHEN ATTEMPTING TO SHIFT LANES AT 30 MPH, THE ACCELERATOR PEDAL BECAME STUCK. AFTER REPEATED BRAKE APPLICATION SHE WAS ABLE TO STOP THE VEHICLE. THE VEHICLE WAS TOWED TO THE DEALERSHIP, BUT THE TECHNICIAN COULD NOT IDENTIFY THE CAUSE OF THE FAILURE. SHE WAS ABLE TO TRADE THE VEHICLE FOR ANOTHER VEHICLE AT THE DEALERSHIP. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 20,000.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10183019  
**Date of Incident:** 20070218  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** FAIRLAWN, NJ  
**NHTSA Summary:**  
 TL\* THE CONTACT OWNS A 2003 TOYOTA CAMRY. THE CONTACT PUT THE VEHICLE IN REVERSE AND IT ACCELERATED ON ITS OWN WITHOUT WARNING. THE CONTACT STATED THAT HIS FOOT REMAINED ON THE BRAKE PEDAL AND THE VEHICLE CONTINUED TO ACCELERATE. IT LUNGED FORWARD OVER A CURVE AND HIT A TREE. THE REAR AXLES WERE DAMAGED. THE VEHICLE WAS TOWED. THE FAILURE AND CURRENT MILEAGE WAS 49,000. THERE WERE NO INJURIES. A POLICE REPORT WAS TAKEN, AND THE CONTACT HAD PHOTOS OF THE VEHICLE. THE VEHICLE HAS NOT BEEN DIAGNOSED AT THIS TIME.8AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10183308  
**Date of Incident:** 20070220  
**Vehicle:** 2006 TOYOTA TUNDRA  
**Location of Incident:** PRESCOTT, AZ  
**NHTSA Summary:**  
 I WAS DRIVING NORTH OUT OF PHOENIX ARIZONA ON I-17 JUST PAST BLACK CANYON CITY, WITH MY CRUISE CONTROL SET AT 75 MPH. THERE IS A VERY LONG HILL GOING NORTH TO SUNSET POINT. PRIOR TO APPROACHING THE HILL I CANCELED THE CRUISE SO THAT THE TRANSMISSION WOULDN'T HUNT GEARS. I DROVE UP THE HILL AT 65 TO 75  
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MPH (NO CRUISE). WHEN I MADE THE TOP OF THE HILL AT SUNSET POINT AND LEVELED OUT, I ACCELERATED THE VEHICLE TO 75 MPH AND HIT RESUME. THE ENGINE RACED TO 5200 RPM. I REDLINE AT 5700 RPM. THE TRANSMISSION DID NOT FOLLOW SUITE. IT WAS AS IF I WAS IN NEUTRAL REVVING THE ENGINE. I IMMEDIATELY CANCELED THE CRUISE AND DROVE A MILE OR SO WITHOUT CRUISE, THEN DECIDED TO TRY IT AGAIN. EVERYTHING WORKED NORMAL. I HAVE BEEN IN CONTACT WITH MY DEALERS SERVICE DEPT. AND THEY ARE BAFLED. THEY HAVE NOT LOOKED AT IT AS YET DUE TO THEIR SCHEDULE. AS SOON AS THEY CAN GET ME IN THEY WILL. THEY DID SAY THAT THERE SHOULD HAVE BEEN A CHECK ENGINE LIGHT, BUT THERE WAS NOT. THEY ARE HOPING THAT THE ONBOARD COMPUTER RECORDED IT. NOT ONLY IS THIS A MAJOR SAFETY HAZARD, BUT IT COULD HAVE CAUSED MY ENGINE TO BLOW UP. I'M NOT SURE WHAT REACTION MY WIFE WOULD HAVE HAD. SHE DRIVES ALL THE VEHICLES WE HAVE AND THEY BOTH HAVE CRUISE, YET SHE IS NOT THAT FAMILIAR WIT RPM'S AND REDLINES AND THE ISSUE THAT FOLLOW. WHEN I HAVE ALLOWED THE CRUISE TO PULL ME UP AN INCLINE IT USUALLY DROPS 1 OR TWO GEARS AND THE RPM'S ARE AROUND 3000 TO 3200. THIS I CONSIDER NORMAL. I HAD A 1999 TOYOTA TACOMA WITH A SIX CYLINDER ENGINE AND CRUISE, SO I AM VERY FAMILIAR WITH THE SYSTEM. I PURCHASED THE VEHICLE FROM TIM'S TOYOTA IN PRESCOTT. I ALSO BROUGHT TO THEIR ATTENTION A NOISE THAT I HEARD IN THE RIGHT FRONT SUSPENSION AND THEY ARE GOING TO TAKE CARE OF IT UNDER A NEW RECALL THAT HAS NOT EVEN BEEN SENT TO CUSTOMERS, NOR WAS THE SERVICE DEPT AWARE OF IT. \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10183278  
**Date of Incident:** 20070221  
**Vehicle:** 2006 TOYOTA SIENNA  
**Location of Incident:** MOUNTAIN VIEW, CA  
**NHTSA Summary:**  
 SIENNA UNCONTROLLED ACCELERATION!! IT HAPPENED TO OUR 2006 SIENNA YESTERDAY 2/21/2007 - MY WIFE WAS ABOUT TO STOP THE CAR WHILE PARKING IT AT A PARKING SPACE, SUDDENLY IT ACCELERATED (VERY FAST) AND KNOCKED DOWN A TREE AND SCRATCHED A COUPLE OF PARKED CARS. IT TOOK A TREE, SOME BUSHES AND A DOUBLE RAISED CURBS TO STOP THE VAN. THE BUMPER WAS DAMAGED (BY THE TREE) AND THE RIGHT SIDE OF VAN DENTED. MY WIFE IS A CAREFUL DRIVER (AND WITH OUR TWO TODDLERS INSIDE!) AND SHE IS VERY SURE SHE DID NOTHING WRONG. WE ARE VERY CONCERNED TO DRIVE IT AGAIN IF THE REPAIR SHOP CANNOT FIND DEFECT WITH THE VAN. I HAVE A SIMILAR ACCIDENT REPORT HERE: HTTP://TOWNHALL-TALK.EDMUNDS.COM/WEBX?14@@@F105086/0 \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10185364  
**Date of Incident:** 20070223  
**Vehicle:** 2006 TOYOTA CAMRY SOLARA  
**Location of Incident:** CHANDLER, AZ  
**NHTSA Summary:**  
 I OWN A 2006 TOYOTA SOLARA 6 CYL. AND THE CAR HAS A PROBLEM WHEN WHEN YOU ACCELERATE FROM A SLOW PACE (AS WHEN YOU START TO MERGE INTO A BUSY STREET OR FREWEAY) THE CAR ACTUALLY HESITATES, THERE IS A 1/2 TO 2 SECOND DELAY OR LAG, BEFORE THE CAR ACTUALLY KICKS IN AND ACCELERATES. I ACTUALLY HEAR AND SEE THE RPM'S REV UP ON ONE OF THE GAUGES, BUT THE CAR IS NOT ACCELERATING OR SHIFTING AS IT SHOULD BE. IT IS TOYOTA'S RESPONSIBILITY TO DO A  
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REFLASHING FOR A COMPUTER UPDATE! THIS IS ALL THAT IS NEEDED TO CORRECT THE PROBLEM AND I DEMAND THAT IT BE DONE BEFORE AN ACCIDENT HAPPENS! THIS PROBLEM IS VERY DANGEROUS AND HAS THE POTENTIAL TO CREATE A DEADLY ACCIDENT. I HAVE TAKEN MY 2006 TO TWO TOYOTA DEALERSHIPS IN THE PHOENIX AREA AND HAVE NOT GOTTEN THE HELP NEEDED TO TAKE CARE OF THIS SERIOUS MATTER. I AM NOT PLEADING WITH NHTSA TO HELP ME WITH THIS MATTER AND I WANT TO BRING THIS TO THE ATTENTION OF THE PUBLIC, TOYOTA, THE DEALERSHIPS, THE GOVERNMENT AND EVERYONE WHO CAN HELP WITH GETTING THIS MATTER TAKEN CARE OF. IF I AM IN AN ACCIDENT BECAUSE OF THIS PROBLEM I WILL HOLD EVERYONE INVOLVED RESPONSIBLE AS I FEEL I AM HAVE TOLD ALL THOSE WHO CAN HELP EVERYTHING I CAN AND I GET NO RESPONSE! I WANT THIS PROBLEM TO BE TAKEN VERY SERIOUS AND I EXPECT TO BE HEARD AND SOMEONE TO CONTACT ME WITHIN A RESPONSIBLE AMOUNT OF TIME. I KNOW IN FACT TOYOTA IS AWARE OF THIS PROBLEM AND HAS ORDERED THE MECHANICS, SERVICE WRITERS AT THE DEALERSHIPS TO WITHHOLD THIS INFORMATION FROM CUSTOMERS. I ALSO KNOW THAT TOYOTA HAS CORRECTED THE PROBLEM WITH THE 2007 TOYOTA CAMRY. I ALSO OWN A 2000 TOYOTA SOLARA 6 CYLINDER AND THIS CAR HAS NO SUCH PROBLEM WITH IT HESITATING. I ALSO DROVE A 2007 TOYOTA CAMRY, LOANER CAR, THAT DID NOT HAVE THIS PROBLEM.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10183785  
**Date of Incident:** 20070227  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** STONY POINT, NY

**NHTSA Summary:**  
 2003 TOYOTA CAMRY ACCELERATED OUT OF CONTROL AND REAR ENDED SECOND VEHICLE AND THEN A BUILDING BEFORE STOPPING. OPERATOR ATTEMPTED TO STOP THE VEHICLE BY FULLY DEPRESSING BRAKES, PUMPING BRAKES AND SHIFTING TO NEUTRAL TO NO AVAIL. VEHICLE WAS BROUGHT TO DEALER FOR PROBLEM IN 06/06 AND AGAIN IN 02/07. IN 06/06 DEALER STATED THERE WAS A COMPUTER PROBLEM AND AN ADJUSTMENT WAS MADE. IN 02/07 DEALER STATED THEY COULD NOT FIND ANY PROBLEM. OPERATOR STATE HE HAD FOUR FAILURES BEFORE SERVICING IN 2006 AND ONLY ONE FAILURE BEFORE BRINGING IT IN IN 2007. THERE WAS DIRECT FRONTAL IMPACT THAT CAUSED EXTENSIVE DAMAGE, NEITHER AIR BAG DEPLOYED. \*NM

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10184331  
**Date of Incident:** 20070301  
**Vehicle:** 2003 TOYOTA AVALON  
**Location of Incident:** SILVER SPRING, MD

**NHTSA Summary:**  
 TL\* THE CONTACT OWNS A 2003 TOYOTA AVALON. WHILE PARKING THE VEHICLE THE ACCELERATOR PEDAL ENGAGED WITHOUT WARNING. THE CONTACT WAS DRIVING 6 MPH. THE CONTACT DEPRESSSED THE BRAKES AND THE VEHICLE WOULD NOT STOP, AND ITM CRASHED INTO A PARKED FORD PICK UP TRUCK. THE ROAD CONDITIONS WERE NOT A FACTOR. THE VEHICLE WAS TOWED ,AND THE CONTACT WAS UNABLE TO DRIVE THE VEHICLE. THE CONTACT SUSTAINED A SHOULDER INJURY DUE TO THE SEAT BELT. THE PASSENGER IN THE FRONT SEAT STATED DUE TO THE AIRBAG DEPLOYMENT SHE WAS HAVING HEARING PROBLEMS AND EXPERIENCED DISCOMFORT TO HER TEETH. THE PASSENGER IN THE BACK SEAT EXPERIENCED CHEST PAINS. THE VEHICLE HAS NOT BEEN

INSPECTED TO DETERMINE THE REASON FOR THE UNEXPECTED ACCELERATION. THE CURRENT AND FAILURE MILEAGE WAS 35,000. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10184576  
**Date of Incident:** 20070307  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** LINCOLN, NE

**NHTSA Summary:**  
 TL\* THE CONTACT OWNS A 2004 TOYOTA CAMRY. WHILE COMING OUT OF THE CAR WASH AND SWITCHING THE POSITION GEAR FROM NEUTRAL TO DRIVE THE VEHICLE ACCELERATED TO ALMOST 50 MPH FOR ABOUT 20-30 SECONDS, CAUSING IT TO CRASH INTO A POLE. THE CONTACT TRIED TO APPLY THE BRAKE, BUT COULD NOT STOP THE VEHICLE. CONTACT CAN PROVIDE PICTURES IF NEEDED. THE CURRENT AND FAILURE MILEAGE WERE BOTH 17,000.\*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10186390  
**Date of Incident:** 20070319  
**Vehicle:** 2007 TOYOTA FJ CRUISER  
**Location of Incident:** LENEXA, KS

**NHTSA Summary:**  
 MY VEHICLE EXPERIENCES RPM GAIN WHEN TRYING TO STOP, AND A THE RPM'S NEVER RESIDED BETWEEN SHIFTS OF GEARS OR UNTIL THE VEHICLE WAS BELOW 5 MPH. ON SEVERAL OCCASIONS DURING EMERGENCY SAFETY STOPS THE VEHICLE HAS ACTUALLY ACCELERATED DURING THE BRAKING PROCESS. TOYOTA EXPLAINED THAT THESE RPM CONDITIONS WERE DUE TO NEW TECHNOLOGY IN AUTOMOBILES.\*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10186290  
**Date of Incident:** 20070327  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** FOLLY BEACH, SC

**NHTSA Summary:**  
 CRUISE CONTROL DID NOT DISENGAGE UPON PRESSING BRAKE PEDAL. HYDRAULIC BRAKES WOULD NOT STOP VEHICLE. METHOD USED TO STOP VEHICLE INCLUDED PUTTING VEHICLE IN NEUTRAL AND APPLYING EMERGENCY/PARKING BRAKE. NARROWLY AVOIDED COLLISION WITH OTHER VEHICLES WHICH HAD STOPPED BY SQUEEZING BETWEEN THEM AND THE CONCRETE MEDIUM. MY VEHICLE WAS SCRAPPED ON DRIVERS SIDE BUT NO OTHER VEHICLE WAS DAMAGED (THANK GOD!). COULD NOT DUPLICATE. \*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10215233  
**Date of Incident:** 20070328  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** WEEKI WACHEE, FL

**NHTSA Summary:**  
 TL\*THE CONTACT OWNS A 2007 TOYOTA COROLLA. WHILE DRIVING 2 MPH, THE CONTACT DEPRESSSED THE BRAKE PEDAL, BUT DEPRESSSED THE ACCELERATOR PEDAL AS WELL. THE VEHICLE STRUCK A POLE. THE BUMPER WAS SCRATCHED. HE STATED THAT THE BRAKE AND ACCELERATOR PEDALS WERE TOO CLOSE TO ONE ANOTHER. THE FAILURE MILEAGE WAS 5 AND CURRENT MILEAGE WAS 5,000. UPDATED 02-14-08 BF \* UPDATED 02/14/08 \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10186801  
**Date of Incident:** 20070331  
**Vehicle:** 2004 LEXUS ES  
**Location of Incident:** HERCULES, CA

**NHTSA Summary:**  
 ACCELERATION DELAY OF UP TO 2 FULL SECONDS. \*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10187367  
**Date of Incident:** 20070402  
**Vehicle:** 2004 TOYOTA COROLLA  
**Location of Incident:** BROOKLYN, NY

**NHTSA Summary:**  
 TL\*. THE CONTACT STATED THAT WHILE DRIVING THE 2004 TOYOTA COROLLA WITH 31000 FAILURE MILEAGE AT 15 MPH WITH FOOT ON THE GAS PEDAL THE VEHICLE RACED UP TO 35 MPH, AND THE RPM'S RACED BETWEEN 4 AND 5 ON THE GAUGE. THE CONTACT IMMEDIATELY APPLIED THE BRAKE AS HARD AS HE COULD, AND PUT THE VEHICLE INTO NEUTRAL. HE ALSO APPLIED THE GAS, ALLOWING THE VEHICLE TO STOP IDLING. THE VEHICLE WAS AT THE DEALER BEING LOOKED AT CONCERNING THIS PROBLEM. THE CURRENT MILEAGE WAS 32,000.\*AK UPDATED 04/30/07. \*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10187616  
**Date of Incident:** 20070402  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** RED OAK, IA

**NHTSA Summary:**  
 TL\*. THE CONTACT STATED THAT WHEN THE 2007 TOYOTA RAV 4 WAS TEST DRIVEN ON JANUARY 3, 2007 THE ACCELERATION AND CONTROL ON THE VEHICLE WAS NOT STABLE. AT TIMES THE VEHICLE ACCELERATED ABRUPTLY EVEN IF THE ACCELERATOR WAS SLIGHTLY DEPRESSSED. THREE WEEKS AFTER THE VEHICLE WAS PURCHASED HE NOTICED THAT WHEN DEPRESSSED THE ACCELERATOR PEDAL THE VEHICLE WOULD ACCELERATE, BUT IT WOULD NOT REACH THE DESIRED SPEED. THEN AFTER A FEW SECONDS THE VEHICLE WOULD ACCELERATE AGAIN. THE CONTACT STATED THAT WHEN TURNING CORNERS WITH THE ACCELERATOR WAS DEPRESSSED THE VEHICLE WOULD SPEED UP. IT REMAINED STEADY FOR A FEW SECONDS AT A CONSTANT SPEED THEN IT PROCEEDED TO ACCELERATE ABRUPTLY. THE CONTACT STATED THAT WHEN DRIVING ON THE HIGHWAY IF ANOTHER VEHICLE SLOWED DOWN IN FRONT OF THE CONTACTS VEHICLE, TRYING TO SPEED UP AGAIN WAS ALSO A PROBLEM. THE VEHICLE ACCELERATED AND STAYED STEADY AT ANY GIVEN SPEED, BUT THEN AFTER A FEW

SECONDS IT WOULD ACCELERATE TO A HIGHER SPEED WITHOUT WARNING. THE CONTACT TOLD THE VEHICLE TO THE DEALERSHIP, AND WAS TOLD THESE VEHICLES DID NOT HAVE A CABLE GOING FROM THE GAS PEDAL TO THE MECHANISM THAT GIVE GAS TO THE VEHICLE. THIS SYSTEM WAS ELECTRIC IN THE 2007 MODELS. THE FAILURE MILEAGE WAS 1,500, AND THE CURRENT MILEAGE WAS 3,500. \*AK UPDATE 5/3/07\*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10187139  
**Date of Incident:** 20070403  
**Vehicle:** 2003 LEXUS ES  
**Location of Incident:** WEST DESMOINE, IA

**NHTSA Summary:**  
 TL\*THE CONTACT OWNS A 2003 LEXUS 300 ES. THE CONTACT STATED THAT THE VEHICLE AUTOMATICALLY ACCELERATED WHILE ATTEMPTING TO PULL INTO A PARKING SPACE. THE CONTACT DEPRESSSED THE BRAKE PEDAL, BUT THE VEHICLE CONTINUED TO ACCELERATE. THE VEHICLE STOPPED ONLY AFTER IT JUMPED A CURB. THE VEHICLE WAS TOWED TO A DEALER, BUT NO FAILURE WAS FOUND. THE CONTACT HAS THE REPAIR INVOICE AND PICTURES. THE CURRENT AND FAILURE MILEAGE WERE 50,313.\*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10297294  
**Date of Incident:** 20070417  
**Vehicle:** 2007 LEXUS RX350  
**Location of Incident:** FREDERICKSBURG, TX

**NHTSA Summary:**  
 TL\* THE CONTACT OWNS A 2007 LEXUS RX350. WHILE DRIVING BETWEEN 35-40 MPH SHE EXPERIENCED UNINTENDED VEHICLE ACCELERATION. CONSEQUENTLY SHE REAR- ENDED THE PRECEEDING VEHICLE. BOTH DRIVERS OF EACH VEHICLE RECEIVED BRUISES FROM THE IMPACT. A POLICE REPORT WAS AVAILABLE. THE VEHICLE RECEIVED \$13,000 WORTH OF DAMAGES. A REPRESENTATIVE FROM THE MANUFACTURER WAS SENT TO INSPECT HER VEHICLE. THE INSPECTOR COULD NOT LOCATE A DEFECT IN HER VEHICLE. THE FAILURE MILEAGE WAS 12,179.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10192755  
**Date of Incident:** 20070418  
**Vehicle:** 2001 LEXUS LS430  
**Location of Incident:** ST LOUIS, MO

**NHTSA Summary:**  
 TL\*THE CONTACT OWNS A 2001 LEXUS LS430. WHILE DRIVING 3 MPH, THE VEHICLE ACCELERATED WITHOUT WARNING. THE CONTACT BELIEVED THAT THE CAUSE OF FAILURE WAS DUE TO THE FLOOR MATS BEING CAUGHT UNDERNEATH THE ACCELERATOR PEDAL. THERE IS DEFECT INVESTIGATION # PE07016 FOR THE 2007 LEXUS ES350. THE CONTACT WANTED TO HAVE HER VEHICLE INCLUDED IN THE INVESTIGATION. THE VIN AND ENGINE SIZE WERE UNAVAILABLE. THE CURRENT MILEAGE IS 62,000 AND FAILURE MILEAGE WAS 61,000.

**Additional Summary:**



**Toyota ID No:**  
**NHTSA ODI No:** 10192140  
**Date of Incident:** 20070501  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** MILL VALLEY, CA  
**NHTSA Summary:**  
 2005 CAMRY CUSTOMER STATES THAT HE FELT SURGES FROM DRIVING THE CAR\*\*NAR\*\*CC THE CONSUMER STATED WHENEVER SHE SLOWS DOWN AND ACCELERATE, OR CHANGE LANES THE VEHICLE THROWS HER BACK AND FORTH AT TIMES. \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10196400  
**Date of Incident:** 20070501  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** ESCONDIDO, CA  
**NHTSA Summary:**  
 I HAD PULLED SLOWLY INTO A PARKING SPACE. I HAD MY FOOT ON THE BRAKE. I WAS STOPPED. I WAS PUTTING THE CAR INTO THE PARK POSITION WHEN THE CAR SUDDENLY SURGE FORWARD AT A HIGH RATE OF SPEED. MY FOOT WAS ON THE BRAKE THE ENTIRE TIME. THE CAR WENT OVER THE CEMENT BLOCK INTO THE PARKING SPACE, JUMPED OVER A CEMENT CURB ONTO A GRASSY CENTER ISLAND AND FINALLY STOPPED WHEN I HIT A TREE. I HAVE PICTURES OF SKID MARKS ON THE GRASSY AREA AND THE PAVEMENT TO SHOW THAT I HAD MY FOOT ON THE BRAKE AND I WAS TRYING TO STOP THE CAR. THE CAR WAS TOTALED, AND I SUSTAINED BRUISES FROM THE AIRBAG AND THE SEAT BELT. I CONTACTED TOYOTA. THEY SENT AN ENGINEER TO INSPECT THE CAR. THE ENGINEER SAID THAT HE COULD NOT RECREATE THE PROBLEM AND NOTHING WAS WRONG WITH THE CAR. I KNEW THAT MY FOOT WAS ON THE BRAKE, NOT THE GAS PEDAL. EVEN IF IT WAS ON THE GAS PEDAL, I WAS PARKING AND CERTAINLY WOULD NOT HAVE STOMPED ON THE GAS PEDAL TO MAKE THE CAR SURGE OUT OF CONTROL AS IT DID. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10189635  
**Date of Incident:** 20070502  
**Vehicle:** 2004 TOYOTA COROLLA  
**Location of Incident:** PARMA, OH  
**NHTSA Summary:**  
 I HAD A RAPID ACCELERATION PROBLEM WITH MY 2005 TOYOTA COROLLA YESTERDAY. THE ENGINE RPM WENT TO ABOUT 50,000RPM. BEFORE ANY DAMAGE OCCURRED I SHUT THE VEHICLE OFF. WHEN STARTING UP AGAIN THERE SEEMED TO BE NO PROBLEM. I IMMEDIATELY CALLED THE DEALER AND AFTER CHECKING OUT THE VEHICLE THEY COULD NOT FIND A PROBLEM. \*TR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10193988  
**Date of Incident:** 20070505  
**Vehicle:** 2001 LEXUS ES300  
**Location of Incident:** WARRENTON, VA

**NHTSA Summary:**  
 ON 2 RECENT OCCASIONS (NOV 13, 2006 AND MAY 5, 2007) MY WIFE WAS PULLING INTO A PARKING SPACE AND SHIFTING THE CAR INTO PARK WHEN THE CAR ACCELERATED RAPIDLY AND SLAMMED INTO A WALL. BOTH INCIDENTS WERE ALMOST IDENTICAL. EXTENSIVE DAMAGE WAS DONE TO THE FRONT SHEET METAL (ABOUT \$9,000 ON EACH INCIDENT). IT'S POSSIBLE THAT MY WIFE STEPPED ON THE ACCELERATOR WHEN SHE THOUGHT SHE WAS STEPPING ON THE BRAKE BUT SHE SWEARS THAT THIS DID NOT HAPPEN. ALSO, IT IS UNLIKELY THAT THIS HAVE HAPPENED TWICE. \*TR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10291379  
**Date of Incident:** 20070508  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** QUINCY, MA  
**NHTSA Summary:**  
 VEHICLE HAS A HIGH IDLE UNTIL IT WARMS UP. IN THE MORNING IT COULD GO TO 1 1/2 TO 2 RPM'S. I CAN PULL OUT OF MY PARKING SPOT WITHOUT EVER TOUCHING THE GAS PEDAL. ONCE AT A SET OF LIGHTS IT STILL IS REVVING. IT DOES NOT GO DOWN TO 0 RPM'S EVEN AT THE LIGHTS, WHEN IM AT A COMPLETE STOP. HAD IT CHECKED SEVERAL TIMES AT TOYOTA ON MORRISSEY BLVD, THEY PERFORMED A DIAGNOSTIC AND FOUND THE IDLEAIR CONTROL VALVE MALFUNCTIONING. THEY REPLACED IDLE AIR CONTROL VALVE AND TESTED SYSTEM WITHIN NORMAL LIMITS. THAT WAS ON 8-28-07. THE FIRST TIME WAS 085-07-07 TECH FOUND FRONT EXHAUST PIPE HAD AN INTERNAL FAILURE CAUSING VEHICLE TO RUN ABNORMALLY AND LACK POWER. CAUSE INTERNAL FAILURE OPEN CIRCUIT. REPLACED FRONT PIPE SUB ASSEMBLY. AFTER THIS I LEFT IT OVER NIGHT BECAUSE IT STILL WAS REVVING THEY TOLD ME IT WAS A STUCK VALVE AND THEY FIXED IT BUT COULD HAPPEN FROM TIME TO TIME. STILL HAPPENS. I HAD CONTACTED SUSAN WORNICK AND SHE TOLD ME TO CONTACT YOU. THANK YOU SANDRA CARREIRA P.S. I HAVE ALL MY RECEIPTS. \*TR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10192885  
**Date of Incident:** 20070510  
**Vehicle:** 2007 TOYOTA 4RUNNER  
**Location of Incident:** COCKEYSVILLE, MD  
**NHTSA Summary:**  
 VEHICLE SURGES FORWARD WHEN AIR CONDITIONER ON. HAZARD AT TRAFFIC LIGHTS. WILL DRIVE ITSELF FORWARD UP HILLS AND ALONG FLAT ROADS WITHOUT ACCELERATOR BEING TOUCHED WHEN AC IS ON. THE HIGHER THE AC FAN SPEED THE FASTER THE VEHICLE GOES. DEALER DOES NOT HAVE "COMPUTER PROGRAM" TO FIX. THIS IS A SAFETY HAZARD. \*TR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10290867  
**Date of Incident:** 20070520  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** LAKE VILLA, IL  
**NHTSA Summary:**

TWO (2) SEPARATE INCIDENTS. BOTH TIMES, ACCELERATOR STUCK AND CAR HAD TO BE PUT INTO NEUTRAL AND BRAKE PEDAL AND PARKING BRAKE USED TO STOP VEHICLE. DEFINITELY NOTHING STUCK ON/UNDER ACCELERATOR EITHER TIME. HAD TO TURN OFF THE ENGINE ASAP TO STOP THE ENGINE FROM RACING TO VERY HIGH RPM'S. 1. HAPPENED FIRST WHEN PARALLEL PARKING THE CAR. SPEED < 5MPH. APPROX MAY, 2007. CLEAR WEATHER. APPROX 60 DEGREES. HAPPENED AGAIN WHEN CAR WAS RESTARTED IMMEDIATELY. CAR WAS PARKED FOR SEVERAL HOURS. STARTED AND OPERATED OK WHEN RESTARTED AFTER THIS BREAK. 2. HAPPENED AGAIN WHEN APPROACHING A STOP SIGN FROM ABOUT 45 MPH. APPROX SEPT, 2008. PARTLY CLOUDY WEATHER. NO RAIN. APPROX 60 DEGREES. CAR WAS THEN PARKED FOR SEVERAL HOURS. OPERATED OK WHEN RESTARTED AFTER THIS BREAK. NOT SURE OF EXACT DATES BUT IT COULD BE RECONSTRUCTED FROM DEALER RECORDS, IF NECESSARY. TOOK TO TWO SEPARATE TOYOTA DEALERS AND WAS TOLD BY EACH: "...NOTHING WRONG WITH CAR". "CANT DUPLICATE THE PROBLEM." "KEEP AN EYE ON IT..." \*TR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10191292  
**Date of Incident:** 20070520  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** BILLERICA, MA  
**NHTSA Summary:**  
 I OWN A 2006 TOYOTA RAV4 4CYL, 4WD. I CURRENTLY HAVE JUST UNDER 15K MILES AND I'VE HAD AN ISSUE WITH THE CAR HESITATING (OR THE THROTTLE LAGGING). AT TIMES, USUALLY ONE A WEEK OR SO, IF I PUSH ON THE GAS PEDAL WHEN I NEED TO SPEED UP, IT'S AS IF NOTHING HAPPENS. I HAVE TO LET THE PEDAL GO AND PUSH IT AGAIN TO SPEED UP. IT USUALLY HAPPENS IF I'M TRYING TO MERGE INTO FASTER TRAFFIC, OR AT TIMES WHEN I'M TAKING A SLOW TURN AND THEN GO TO SPEED UP AFTERWARDS. \*TR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10293768  
**Date of Incident:** 20070523  
**Vehicle:** 2004 LEXUS GX 470  
**Location of Incident:** CAMARILLO, CA  
**NHTSA Summary:**  
 SUDDEN ACCELERATION PROBLEM OCCURRED WHEN A 2004 GX-470 DECELERATED FROM 30 MPH TO APPROXIMATELY 2 MPH TO TURN LEFT INTO A DRIVEWAY WHEN THE VEHICLE ACCELERATED FULL THROTTLE AND COLLIDED WITH A PARKED CAR IN THE DRIVEWAY. THERE WERE TWO PASSENGERS IN THE VEHICLE, ONE IN THE FRONT NEXT TO THE DRIVER THE SECOND AN INFANT IN A CAR SEAT IN THE BACK CENTER POSITION OF THE VEHICLE. THE SUDDEN ACCELERATION WAS COINCIDENT AS THE DRIVER INITIATED THE TURN INTO THE DRIVEWAY, THE FRONT CAR TIRES WERE FULLY TURNED TO THE LEFT AND THE PASSENGER IN THE FRONT SEAT OPENED THE FRONT LEFT CAR DOOR TO EXIT THE VEHICLE BEFORE IT WAS FULLY STOPPED. THE SUDDEN ACCELERATION PUSHED THE PASSENGER EXITING THE VEHICLE BACK INTO HIS SEAT AND HE NEVER WAS ABLE TO EXIT THE VEHICLE. IT SHOULD BE NOTED THAT THIS PROBLEM OCCURRED IN SOUTHERN CALIFORNIA AND THERE WERE NO ADDITIONAL MATS IN THE VEHICLE OTHER THAN THE ORIGINAL LEXUS CAR MATS. IN ADDITION A POSSIBLE RELATED SYMPTOM OCCURRED TWICE OVER THE FOUR YEAR HISTORY OF THE VEHICLE. THE VEHICLE HAS BEEN SENT BACK TO LEXUS IN WHICH IT WAS REPORTED THAT WHEN THE VEHICLE WAS IN PALM SPRINGS AND THE TEMPERATURE WAS OVER 110 DEGREES THAT THERE WERE ACCELERATION PROBLEMS WITH THE VEHICLE. LEXUS

RETURNED THE VEHICLE INDICATING THAT THEY COULD NOT REPEAT THE PROBLEM BUT DID NOT INVESTIGATE THE PROBLEM UNDER THE HEAT CONDITIONS. EVEN AFTER THE ACCIDENT LEXUS REFUSES TO TEST THE VEHICLE UNDER THE HEAT CONDITIONS. THE DAY OF THE ACCIDENT THE TEMPERATURE WAS ABOUT 75 DEGREES. THE PASSENGER IN THE FRONT SEAT IS AN ELECTRONIC ENGINEERING THAT RUNS A COMPANY THAT IS KNOW IN THE INDUSTRY AS RESOLVING INTERMITTENT PROBLEMS IN THE MOST COMPLEX SYSTEMS OF DEPARTMENT OF DEFENSE (DOD) (E.G. F-14, EA-6B). HIS OBSERVATION DURING THE ACCIDENT IS THAT THERE WAS EXTREMELY LOW PROBABILITY THAT THE DRIVER COULD OF MOVED THEIR FOOT FROM BRAKE THAT WAS USED TO DECELERATE THE VEHICLE TO THE POINT WHEN THE SUDDEN ACCELERATION STARTED. \*TR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10197169  
**Date of Incident:** 20070523  
**Vehicle:** 2004 LEXUS GX470  
**Location of Incident:** CAMARILLO, CA  
**NHTSA Summary:**  
 SUDDEN ACCELERATION PROBLEM OCCURRED WHEN A 2004 GX-470 DECELERATED FROM 30 MPH TO APPROXIMATELY 2 MPH TO TURN LEFT INTO A DRIVEWAY WHEN THE VEHICLE ACCELERATED FULL THROTTLE AND COLLIDED WITH A PARKED CAR IN THE DRIVEWAY. THERE WERE TWO PASSENGERS IN THE VEHICLE, ONE IN THE FRONT NEXT TO THE DRIVER THE SECOND AN INFANT IN A CAR SEAT IN THE BACK CENTER POSITION OF THE VEHICLE. THE SUDDEN ACCELERATION WAS COINCIDENT AS THE DRIVER INITIATED THE TURN INTO THE DRIVEWAY, THE FRONT CAR TIRES WERE FULLY TURNED TO THE LEFT AND THE PASSENGER IN THE FRONT SEAT OPENED THE FRONT LEFT CAR DOOR TO EXIT THE VEHICLE BEFORE IT WAS FULLY STOPPED. THE SUDDEN ACCELERATION PUSHED THE PASSENGER EXITING THE VEHICLE BACK INTO HIS SEAT AND HE NEVER WAS ABLE TO EXIT THE VEHICLE. IT SHOULD BE NOTED THAT THIS PROBLEM OCCURRED IN SOUTHERN CALIFORNIA AND THERE WERE NO ADDITIONAL MATS IN THE VEHICLE OTHER THAN THE ORIGINAL LEXUS CAR MATS. IN ADDITION A POSSIBLE RELATED SYMPTOM OCCURRED TWICE OVER THE FOUR YEAR HISTORY OF THE VEHICLE. THE VEHICLE HAS BEEN SENT BACK TO LEXUS IN WHICH IT WAS REPORTED THAT WHEN THE VEHICLE WAS IN PALM SPRINGS AND THE TEMPERATURE WAS OVER 110 DEGREES THAT THERE WERE ACCELERATION PROBLEMS WITH THE VEHICLE. LEXUS RETURNED THE VEHICLE INDICATING THAT THEY COULD NOT REPEAT THE PROBLEM BUT DID NOT INVESTIGATE THE PROBLEM UNDER THE HEAT CONDITIONS. EVEN AFTER THE ACCIDENT LEXUS REFUSES TO TEST THE VEHICLE UNDER THE HEAT CONDITIONS. THE DAY OF THE ACCIDENT THE TEMPERATURE WAS ABOUT 75 DEGREES. THE PASSENGER IN THE FRONT SEAT IS AN ELECTRONIC ENGINEERING THAT RUNS A COMPANY THAT IS KNOW IN THE INDUSTRY AS RESOLVING INTERMITTENT PROBLEMS IN THE MOST COMPLEX SYSTEMS OF DEPARTMENT OF DEFENSE (DOD) (E.G. F-14, EA-6B). HIS OBSERVATION DURING THE ACCIDENT IS THAT THERE WAS EXTREMELY LOW PROBABILITY THAT THE DRIVER COULD OF MOVED THEIR FOOT FROM BREAK THAT WAS USED TO DECELERATE THE VEHICLE TO THE POINT WHEN THE SUDDEN ACCELERATION STARTED. \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10191935  
**Date of Incident:** 20070524  
**Vehicle:** 2006 TOYOTA CAMRY

**Location of Incident:** CAMBRIA HEIGHTS, NY

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2006 TOYOTA CAMRY. THE DEALER STATED THAT THE VEHICLE'S FRONT BRAKES WERE OUT OF ROUND AND CAUSED THE VEHICLE TO PULSATE. THE DEALER RESURFACED THE FRONT ROTORS AND SANDED THE FRONT BRAKE PADS. WHILE DRIVING 40 MPH UNDER NORMAL DRIVING CONDITIONS, THE VEHICLE SUDDENLY ACCELERATED AND FAILED TO STOP. THE CONTACT WAS UNABLE TO STEER THE VEHICLE AND CRASHED INTO A CEMENT WALL. THE DRIVER SUFFERED BRUISES ON BOTH LEGS, A HAND, AND CHEST. THE VEHICLE WAS DESTROYED AND TOWED. THE CURRENT AND FAILURE MILEAGES WERE 10,000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10191798  
**Date of Incident:** 20070524  
**Vehicle:** 2005 LEXUS SC  
**Location of Incident:** STUDIO CITY, CA

**NHTSA Summary:**  
I AM AN OWNER OF A LEXUS SC-430, 2005 MODEL WITH 15428 MILES ON THE ODOMETER. THE CAR RECENTLY UNDERWENT A 15,000 MILE SERVICE. ON ARRIVING HOME AT 1:30 PM I STOPPED THE V CAR IN FRONT OF THE GARAGE AND THE DOOR WAS CLOSED. I WAS ABOUT TO REACH FOR THE GARAGE DOOR OPENER BUTTON IN THE CAR WHEN IT SUDDENLY AND SPONTANEOUSLY ACCELERATED FULL THROTTLE, WITHOUT FOOT ON THE ACCELERATOR. I APPLIED THE BRAKES BUT TO NO EFFECT. THE CAR DROVE THROUGH THE METAL GARAGE DOOR AND STOPPED WHEN IT HIT THE BACK OF THE GARAGE WALL. THE FIRE DEPARTMENT WAS SUMMONED TO OPEN THE DOOR ON MY SIDE. I WAS DRIVEN TO THE HOSPITAL BY PARAMEDICS BUT SUFFERED ONLY MINOR INJURIES, SUSTAINING CUTS FROM THE WINDSHIELD AND INJURIES FROM THE DEPLOYMENT OF THE AIRBAG. THE CAR HAD A 50-50 CHANCE OF BEING DECLARED A TOTAL WRITE OFF.\*AK I HAVE REQUESTED MY INSURANCE COMPANY (MERCURY INSURANCE) TO HAVE THE CAR EXAMINED FORENSICALLY IN ORDER TO TRY TO DETERMINE THE CAUSE OF THE MALFUNCTION. AS YET I DO NOT KNOW WHETHER THEY HAVE ACTED OR INTEND TO ACT UPON MY REQUEST. I AM A CAREFUL DRIVER AND HAVE NOT HAD AN ACCIDENT OR A MOVING TRAFFIC VIOLATION SINCE 1974.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10193735  
**Date of Incident:** 20070525  
**Vehicle:** 2007 LEXUS RX350  
**Location of Incident:** SCARSDALE, NY

**NHTSA Summary:**  
SUDDEN ACCELERATION RESULTING IN A CRASH. \*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10192954  
**Date of Incident:** 20070529  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** MIDDLETOWN, NY

**NHTSA Summary:**

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TL\*THE CONTACT OWNS A 2006 TOYOTA CAMRY. WHILE PULLING OUT OF A PARKING SPOT DRIVING 2 MPH, THE VEHICLE STARTED TO SPIN OUT OF CONTROL AND HIT A PARKED VEHICLE. THE CONTACT DID NOT REMEMBER IF SHE WAS APPLYING THE ACCELERATOR. THE ROAD CONDITIONS WERE CLEAR. THE VEHICLE WAS TOWED TO THE DEALER AND THEY WERE UNABLE TO DUPLICATE THE FAILURE. THE POWER TRAIN INFORMATION WAS UNKNOWN. THE CURRENT AND FAILURE MILEAGES WERE 26,000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10285697  
**Date of Incident:** 20070601  
**Vehicle:** 2002 TOYOTA ECHO  
**Location of Incident:** GLEN ELLYN, IL

**NHTSA Summary:**  
TOYOTA FLOOR MAT OVER ACCELERATOR- THIS HAPPENED TO ME! MORE THAN ONCE! I DISCOVERED WHAT IT WAS THE SECOND TIME IT HAPPENED. I PULLED THE EMERGENCY BRAKE AND PUT THE CAR IN NEUTRAL BOTH TIMES. TOYOTA ECHO, 2002. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10193615  
**Date of Incident:** 20070617  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** DELANCO, NJ

**NHTSA Summary:**  
THE ENGINE ON TOYOTA RAV 4 STARTED TO RACE AT MAXIMUM RPM'S WHILE I WAS PARKING THE CAR. FORTUNATELY IT WAS IN NEUTRAL. I PUMPED THE ACCELERATOR BUT THAT DID NO GOOD. I TURNED THE KEY OFF AND THEN RESTARTED THE CAR. THE PROBLEM REPEATED. I DID THIS SEVERAL TIMES BEFORE ENGINE STARTED TO IDLE NORMALLY. I TOOK THE CAR TO THE DEALER, BUT THEY COULD NOT FIND ANYTHING WRONG WITH IT. I WAS CONCERNED THE PROBLEM WOULD HAPPEN AGAIN WHILE DRIVING.\*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10195610  
**Date of Incident:** 20070619  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** BALTIMORE, MD

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2003 TOYOTA CAMRY. THE CONTACT STATED THAT THE VEHICLE ACCELERATED AUTOMATICALLY TO 45 MPH AS SHE WAS PULLING INTO A PARKING SPACE. THERE WERE NO WARNING INDICATORS. THE VEHICLE STRUCK A CEMENT BLOCK. THE AIR BAGS FAILED TO DEPLOY. THE VEHICLE SUSTAINED FRONT END DAMAGE AND WAS TOWED AWAY. THE BODY DAMAGE MUST BE REPAIRED BEFORE THE DEALER CAN ATTEMPT TO DIAGNOSE THE CAUSE OF FAILURE. THE CURRENT AND FAILURE MILEAGES WERE 24,000.

**Additional Summary:**

**Toyota ID No:** 10193905  
**NHTSA ODI No:** 10193905

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**Date of Incident:** 20070621  
**Vehicle:** 2003 TOYOTA CAMRY SOLARA  
**Location of Incident:** LOCKWOOD, NJ

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2003 TOYOTA CAMRY SOLARA. ON JUNE 21, 2007, THE VEHICLE SURGED WHILE PULLING INTO A PARKING SPACE AT 5 MPH. THE VEHICLE ACCELERATED SO QUICKLY THAT IT WHIPPED THE CONTACT'S HEAD BACK AND LEFT SKID MARKS ON THE GROUND. SHE HAD TO REMOVE HER FOOT FROM THE BRAKE AND DEPRESS THE BRAKE PEDAL AGAIN BEFORE THE VEHICLE FINALLY STOPPED. THE CONTACT STATED THAT THERE WAS AN INVESTIGATION (# DT06003 - VEHICLE SPEED CONTROL:ACCELERATOR PEDAL) THAT WAS CLOSED IN APRIL. THE CONTACT STATED THAT SHE WOULD TAKE HER VEHICLE TO THE DEALER THE FOLLOWING MORNING. THE CURRENT AND FAILURE MILEAGES WERE 67,000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10195084  
**Date of Incident:** 20070627  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** GREEN BAY, WI

**NHTSA Summary:**  
DELAYED RESPONSE OF ENGINE AND FORWARD MOTION OF THE CAR WHEN APPLYING ACCELERATION. FOR LACK OF BETTER WORDS, IT SEEMS TO CREATE A REVVING OR SURGE IN THE ENGINE...LIKE SOMETHING IS OUT OF SYNCH. OTHER ISSUES RELATE TO PERSISTENT PROBLEMS WITH THE HYDRAULIC BRAKE AND GRINDING IN THE STEERING COLUMN THAT HAVE BEEN DISMISSED BY THE DEALERSHIP THAT WORKS ON MY CAR. AS OF TODAY, I CANNOT SAFELY DRIVE MY CAR BECAUSE I AM NOT CONFIDENT I WILL BE ABLE TO STOP THE CAR. I AM SCHEDULED TO BRING THE CAR IN THIS WEEK, BUT WILL NEED TO EXPEDITE IT GIVEN THE RAPID CHANGE IN BRAKE RESPONSE IN THE LAST FEW DAYS. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10207472  
**Date of Incident:** 20070708  
**Vehicle:** 2006 TOYOTA HIGHLANDER  
**Location of Incident:** BELLEVUE, WA

**NHTSA Summary:**  
I ACCELERATED TO AVOID A COLLISION AT LOW SPEED IN AN INTERSECTION. THE CAR HESITATED ABOUT 2 SECONDS AFTER I PRESSED THE GAS PEDAL, THEN LURCHED FORWARD, SPINNING THE DRIVE WHEELS. THE LENGTH OF DELAY OR HESITATION IN RESPONSE TO ACCELERATOR INPUT IS FREQUENTLY THERE, BUT IS SOMEWHAT UNPREDICTABLE, MAKING STOP-AND-GO TRAFFIC PERFORMANCE DANGEROUS. POOR PERFORMANCE OF THE CRUISE CONTROL FUNCTION IS PROBABLY RELATED TO THIS DEFECT. THE CAR WAS RETURNED TO THE DEALER FOR SERVICE AT 1500 MILES. THE DEALER DID A THOROUGH CHECK OF THE EQUIPMENT AND FOUND NO DEFECTIVE PARTS. DEALER STATES THAT THERE ARE NO SERVICE BULLETINS FOR THIS PROBLEM, IN SPITE OF THE FACT THAT TOYOTA HAS ACKNOWLEDGED THIS PROBLEM AND PROMISED TO FIX IT SINCE DECEMBER 2004. THIS IS A SERIOUS PROBLEM. HAD THE PAVEMENT BEEN WET, I COULD HAVE LOST CONTROL OF THE VEHICLE. FORTUNATELY, IN THE INCIDENT DESCRIBED, THE OTHER DRIVER WAS ABLE TO AVOID A COLLISION. NEXT TIME, I MIGHT NOT BE SO LUCKY. \*TR

**Additional Summary:**

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**Toyota ID No:**  
**NHTSA ODI No:** 10299500  
**Date of Incident:** 20070712  
**Vehicle:** 2004 TOYOTA 4RUNNER  
**Location of Incident:** ORLEANS, MA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2004 TOYOTA 4 RUNNER. WHILE DRIVING APPROXIMATELY 15 MPH ON NORMAL ROAD CONDITIONS; PROCEEDING TO A STOP SIGNAL. PRESSURE WAS APPLIED TO THE BRAKE PEDAL, FOLLOWED BY AN UNINTENDED AND FORCEFUL ACCELERATION. THE DRIVER WAS ABLE TO COME TO A COMPLETE STOP. THE FAILURE OCCURRED INTERMITTENTLY. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER FOR INSPECTION. THE TECHNICIAN WAS UNABLE TO DUPLICATE THE FAILURE. THE VEHICLE HAS NOT BEEN REPAIRED. THE FAILURE MILEAGE WAS 50,000. THE CURRENT MILEAGE WAS 111,000. THE VIN WAS UNAVAILABLE. I

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10204155  
**Date of Incident:** 20070730  
**Vehicle:** 2005 LEXUS ES330  
**Location of Incident:** AUSTIN, TX

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2005 LEXUS ES330. WHILE ATTEMPTING TO MAKE A RIGHT TURN AT 20 MPH, THE VEHICLE ACCELERATED TO APPROXIMATELY 90 MPH ACROSS FOUR LANES OF TRAFFIC. THE VEHICLE CRASHED INTO A METAL POLE. THE POLICE, AMBULANCE, AND FIRE DEPARTMENTS ARRIVED AT THE SCENE. THE CONTACT SUFFERED MULTIPLE INJURIES AND WAS TRANSPORTED TO THE HOSPITAL. APPROXIMATELY ONE YEAR AGO, THE VEHICLE SPEED CONTROL FAILED AND CAUSED A CRASH WHILE DRIVING IN REVERSE. THE POWERTRAIN WAS UNKNOWN. THE APPROXIMATE CURRENT AND FAILURE MILEAGES WERE 50,000. \*UPDATED 12/12/07 \*BF

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10199482  
**Date of Incident:** 20070810  
**Vehicle:** 2006 LEXUS LX470  
**Location of Incident:** LITCHFIELD, CT

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2006 LEXUS LX470. WHILE PULLING INTO A PARKING SPACE ON AN INCLINE, THE VEHICLE AUTOMATICALLY ACCELERATED AND CRASHED INTO A NAIL SALON. THE DEALER STATED THAT THE FAILURE WAS CALLED AN UN-COMMANDED ACCELERATION. THROUGH RESEARCH, THE CONTACT DISCOVERED A PATTERN FOR THIS TYPE OF FAILURE AMONG TOYOTA VEHICLES. SHE HAS NOT YET NOTIFIED THE MANUFACTURER. THE VEHICLE IS NOT DESTROYED, HOWEVER, THERE IS \$22,000 WORTH OF DAMAGE. A POLICE REPORT WAS FILED. WHEN THE VEHICLE WAS STARTED THE DAY BEFORE THE CRASH, THE THROTTLE EXPANDED AND THE ENGINE BEGAN TO REV. THE VEHICLE THEN IDLED DOWN AND BEGAN TO OPERATE NORMALLY. THE CONTACT STATED THAT THE VEHICLE DID NOT MOVE UNTIL THE ENGINE DIED DOWN. THE SPEED WAS UNKNOWN. THE FAILURE AND CURRENT MILEAGES WERE 35,000.

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THE CONSUMER PROVIDED PICTURES AND AN ARTICLE PERTAINING TO THE INCIDENT. A CONNECTICUT ACCIDENT REPORT WAS ALSO SUBMITTED. UPDATED 08/28/07 \*TR  
Additional Summary:

**Toyota ID No:**  
**NHTSA ODI No:** 10296353  
**Date of Incident:** 20070811  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** BEDFORD, TX

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2005 TOYOTA CAMRY. WHILE MAKING A LEFT TURN THE VEHICLE BEGAN TO ACCELERATE. AS A CONSEQUENCE SHE CRASHED INTO A PARKED VEHICLE. THE VEHICLE WAS COMPLETELY DESTROYED. AFTER THE CRASH SHE SUFFERED MANY BRUISES AND A BROKEN COLLAR BONE. SHE WAS TAKEN TO THE HOSPITAL FOR THE INJURIES. THE MANUFACTURER WENT TO INSPECT THE TOTALED VEHICLE TO EXAM THE ELECTRONIC THROTTLE BODY COMPUTER BUT THE DAMAGE TO THE VEHICLE IMPACTED THE COMPUTER ITSELF. THE FAILURE MILEAGE WAS 25,000.  
Additional Summary:

**Toyota ID No:**  
**NHTSA ODI No:** 10286708  
**Date of Incident:** 20070815  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** KENT, WA

**NHTSA Summary:**  
DRIVING 2004 TOYOTA CAMRY WHEN SUDDEN ACCELERATION OCCURRED AND VEHICLE RAN INTO A SENIOR CENTER BUILDING. NO ONE WAS KILLED, BUT THE CAR HAS MAJOR DAMAGE. \*TR  
Additional Summary:

**Toyota ID No:**  
**NHTSA ODI No:** 10203558  
**Date of Incident:** 20070815  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** PARAGOULD, AR

**NHTSA Summary:**  
SOMETIMES WHEN I'M DRIVING DOWN THE ROAD IN MY 2005 TOYOTA CAMRY, IT SURGES WITH GAS EVEN WHEN I DO NOT HAVE THE CRUISE ON OR AM NOT PUSHING THE GAS PEDAL. I HAVE HAD ONE WRECK BECAUSE OF IT AND WOULD LIKE TO KNOW HOW TO GO ABOUT FINDING THE PROBLEM. THANKS. \*JB  
Additional Summary:

**Toyota ID No:**  
**NHTSA ODI No:** 10200754  
**Date of Incident:** 20070815  
**Vehicle:** 2001 TOYOTA SIENNA  
**Location of Incident:** MICHIGAN CITY, IN

**NHTSA Summary:**  
LEFT OUR HOME ABOUT 1045A. PUT VAN INTO "DRIVE" AFTER PULLING OUT OF DRIVEWAY IN REVERSE. UNABLE TO STOP WITH THE BRAKES AT STOP SIGN, APPROX 0.1 MILES FROM START. CAR BEGAN TO ACCELERATE ON ITS OWN, THROUGH THE STOP

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**Location of Incident:** FALLS CHURCH, VA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2003 TOYOTA CAMRY. WHILE PULLING INTO A PARKING SPACE BETWEEN 3-5 MPH, THE ENGINE BEGAN TO REV. THE VEHICLE SURGED FORWARD WHEN THE CONTACT APPLIED MORE PRESSURE TO THE BRAKE PEDAL. THE VEHICLE CRASHED INTO A CONCRETE WALL AND THE AIR BAGS FAILED TO DEPLOY. HER KNEES WERE BADLY BRUISED. THE HOOD AND FRONT BUMPER WERE DAMAGED, BUT THE MAJORITY OF THE DAMAGE WAS ON THE PASSENGER SIDE OF THE VEHICLE. THE SIDE PANELS WERE MOVED AND MISALIGNED, WHICH IMPACTS THE OPENING AND CLOSING OF THE DOORS. THE PURCHASE DATE WAS UNKNOWN. THE CURRENT AND FAILURE MILEAGES WERE 58,500.  
Additional Summary:

**Toyota ID No:**  
**NHTSA ODI No:** 10200807  
**Date of Incident:** 20070825  
**Vehicle:** 2004 LEXUS LS  
**Location of Incident:** PALM BEACH GARDENS, FL

**NHTSA Summary:**  
UNINTENDED ACCELERATION. AS I WAS PARKING THE VEHICLE SUDDENLY ACCELERATED AND JUMPED THE CURB AND RAN INTO THE BUILDING. I TRIED TO BACK OFF THE BUILDING AND COULD NOT STOP THE RACING ENGINE. THE VEHICLE SHOT BACKWARDS EVEN THOUGH I WAS ON THE BRAKE. IT WENT THROUGH SOME HEDGES OVER A RISE AND CROSSED THE STREET WHERE THE REAR HIT A PALM TREE AND COLLAPSED THE TRUNK. BOTH THE FRONT AND REAR WERE SEVERELY DAMAGED. NO AIR BAGS DEPLOYED. \*TR  
Additional Summary:

**Toyota ID No:**  
**NHTSA ODI No:** 10201231  
**Date of Incident:** 20070827  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** EVANS, GA

**NHTSA Summary:**  
HESITATION WHEN TRYING TO PRESS GAS PEDAL USUALLY FROM A STOP. THIS COULD CAUSE AN ACCIDENT WHEN I BELIEVE I HAVE ENOUGH TIME TO GET OUT ON MAIN HIGHWAY FROM SIDE STREET AND THE SUV WON'T GO. TOOK TO DEALER, WHO SAID NORMAL. CRUISE DOES NOT WORK PROPERLY ON INCLINES. IT WILL JERK BACK AND FORTH UNTIL CRUISE TURNED OFF. MECHANIC RODE WITH ME AND SAID THIS SHD NOT BE HAPPENING, BUT TOYOTA HAS NO FIX FOR IT AT PRESENT; THEY DO NOT KNOW WHEN. CALLED TOYOTA CALL CENTER. THEY SAID THIS VEHICLE NOT MEANT TO USE CRUISE ON INCLINES(SO WHY PUT IT ON THE VEHICLE-PUT ON ON LEVEL ROAD, TAKE OFF WHEN SEE HILL APPROACHING-WHAT A JOKE). NEVER HAD A VEHICLE IN MY LIFE WHERE THE CRUISE WAS NOT MEANT TO BE USED AT ALL POINTS OF DRIVING. TOLD BY DEALERSHIP TO WAIT. THIS VEHICLE IS NEW AND I DO NOT WANT TO WAIT.  
Additional Summary:

**Toyota ID No:**  
**NHTSA ODI No:** 10201935  
**Date of Incident:** 20070830  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** AGOURA HILLS, CA

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SIGN, THROUGH A RIGHT HAND TURN, THROUGH A LEFT HAND TURN. ACCELERATOR PEDAL WAS "STUCK" AND COULD NOT GET IT LOOSE. BRAKES HAD NO EFFECT, INCLUDING ATTEMPTS AT EMERGENCY BRAKE USE. WENT UP A HILL HOPING TO SLOW THE VAN, BUT VAN INCREASED ACCELERATION. TREE WAS HIT WITH CENTER OF FRONT BUMPER. AIR BAGS DID NOT DEPLOY. ENGINE CONTINUED TO "REV" AFTER IMPACT. EXITED VEHICLE. RIGHT FRONT TIRE EXPLODED, SEVERELY DAMAGING RIGHT FRONT QUARTER PANEL AREA/COMPONENTS. \*TR  
Additional Summary:

**Toyota ID No:**  
**NHTSA ODI No:** 10200951  
**Date of Incident:** 20070819  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** GUNTERSVILLE, AL

**NHTSA Summary:**  
UNINTENDED ACCELERATION OCCURRED WHILE OPERATING AT SLOW SPEED RESULTING IN A COLLISION WITH PARKED VEHICLES AND DEPLOYMENT OF AIRBAG. MY WIFE IS THE PRIMARY DRIVER OF THE VEHICLE AND HAS COMPLAINED ON AT LEAST TWO PREVIOUS OCCASIONS THAT, WHILE PARKING, THE ANTI-LOCK BRAKING SYSTEM ACTIVATED AND THE CAR ACCELERATED WITH HER FOOT ON THE BRAKE PEDAL. THIS OCCURRED WHILE TRAVELING AT APPROXIMATELY 5 TO 10 MPH IN A RIGHT TURN. ON ONE OTHER OCCASION SHE STATED THAT THE BRAKES WOULD NOT STOP THE CAR AND THE ENGINE SPEEDED UP AS SHE WAS BRAKED FOR AN INTERSECTION ? AGAIN SHE STATED THAT THE ANTI-LOCK BRAKES ACTIVATED REDUCING BRAKING EFFECTIVENESS AND ALLOWING THE ENGINE TO ACCELERATE THE CAR. I TEST DROVE THE CAR EACH TIME AND FOUND THAT IT OPERATED NORMALLY. THESE EVENTS HAVE OCCURRED DURING THE 2 YEARS WE HAVE OWNED THE CAR. THE ACCELERATION DURING THE LAST EVENT WAS STRONGER AND RESULTED IN A CRASH. MY WIFE HAS A GOOD DRIVING RECORD, KNOWS IF SHE IS DEPRESSING GAS PEDAL INSTEAD OF THE BRAKE PEDAL, AND THE FLOOR MAT WAS NOT A FACTOR. THE 2005 TOYOTA CAMRY WAS NEW WHEN WE PURCHASED IT. THE CAR HAS IS LOCATED AT A LOCAL AUTO BODY SHOP FOR REPAIR. \*JB  
Additional Summary:

**Toyota ID No:**  
**NHTSA ODI No:** 10200717  
**Date of Incident:** 20070824  
**Vehicle:** 2005 TOYOTA CAMRY SOLARA  
**Location of Incident:** MEDFORD, NY

**NHTSA Summary:**  
I WAS SURPRISED TO SEE HOW MANY IDENTICAL COMPLAINTS THERE WERE CONCERNING THE ACCELERATION LAG WITH THE 6 CYLINDER '05 SOLARA. MY COMPLAINTS TO TOYOTA YIELDED NO RESULTS. THE CAR HESITATES WHEN SLOWING THEN ACCELERATING THEN JUMPS FORWARD. SAME PROBLEM WHEN ACCELERATING TO MERGE WITH TRAFFIC. MANY CLOSE CALLS AND SNAPPING OF THE NECK ON ACCELERATION. DRIVE BY WIRE IS POOR SUBSTITUTION FOR DRIVE BY MECHANISM. \*TR  
Additional Summary:

**Toyota ID No:**  
**NHTSA ODI No:** 10201029  
**Date of Incident:** 20070825  
**Vehicle:** 2003 TOYOTA CAMRY

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**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2004 TOYOTA CAMRY. WHILE AT A COMPLETE STOP, THE CONSUMER STATED TRIED TO APPLY THE BREAKS BUT TO NO AVAIL. THE VEHICLE ACCELERATED WITHOUT WARNING AND CRASHED INTO AN OFFICE BUILDING OFF DERRY AVE. THE TIRES WERE STILL SPINNING AFTER THE CRASH. THE HEAVY STEEL SHELVES AND DESKS WERE DESTROYED. AN INSURANCE CLAIM WAS FILED. THE VEHICLE HAS NOT BEEN INSPECTED BY THE DEALER. THE CURRENT AND FAILURE MILEAGES WERE 38,110. UPDATED 10/03/04 \*TR  
Additional Summary:

**Toyota ID No:**  
**NHTSA ODI No:** 10214896  
**Date of Incident:** 20070901  
**Vehicle:** 2006 SCION XB  
**Location of Incident:** MILWAUKEE, WI

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2006 TOYOTA SCION XB. WHILE DRIVING APPROXIMATELY 20 TO 50 MPH, THE HEADLIGHTS DIMMED AND VISIBILITY WAS REDUCED. THE LIGHTS WOULD ILLUMINATE AGAIN MOMENTS LATER. WHILE DRIVING 30 MPH UPHILL, THE VEHICLE ACCELERATED TO 60 MPH. THE BRAKES WERE APPLIED, BUT WOULD NOT FUNCTION UNLESS THEY WERE ENGAGED AT A RAPID PACE. OCCASIONALLY THE ENGINE SHUTS OFF, THE FRONT END SHAKES WHILE DRIVING 20-50 MPH, AND THE CRUISE CONTROL SWITCH FAILED TO ENGAGE. THE VEHICLE CONTINUED TO BURN AN EXCESSIVE AMOUNT OF FUEL AFTER THE OIL WAS CHANGED AND THE CHECK ENGINE LIGHT ILLUMINATED. THE RADIO FAILED AND THE DEALER STATED THAT THEY WOULD REPLACE IT WHEN THE PARTS ARRIVE. THE MECHANIC STATED THAT THE BACK OF THE BUMPER WAS SPLIT, WHICH CAUSED IT TO FALL OFF OF THE VEHICLE. THE DEALER ALSO OFFERED HER \$14,000 FOR THE VEHICLE ONLY IF SHE PAID THEM \$5,000. THE DEALER WAS UNABLE TO DUPLICATE THE FAILURE. HOWEVER, THEY STATED THAT THE FAILURES WERE ELECTRICAL. THE FAILURE MILEAGE WAS 400 AND CURRENT MILEAGE WAS 12,000. UPDATED 02-14-08. \*KB  
Additional Summary:

**Toyota ID No:**  
**NHTSA ODI No:** 10202159  
**Date of Incident:** 20070903  
**Vehicle:** 2005 TOYOTA COROLLA  
**Location of Incident:** LOUISVILLE, KY

**NHTSA Summary:**  
I WAS EXITING A RESTAURANT WAITING TO TURN RIGHT ON A BUSY HIGHWAY. WHILE SITTING THERE WITH THE CAR IN DRIVE AND MY FOOT ON THE BRAKE PEDAL, THE ENGINE SUDDENLY STARTED RACING. THE CAR SUGRED FORWARD A COUPLE OF FEET BUT I PRESSED HARDER ON THE BRAKE PEDAL AND STOPPED IT AGAIN. I PUT THE CAR IN NEUTRAL AND TAPPED THE GAS PEDAL A COUPLE OF TIMES BUT THE ENGINE KEPT RACING VERY FAST. I FINALLY PUT THE CAR IN PARK AND TURNED THE KEY OFF. AFTER RESTARTING THE CAR, IT SEEMED TO BE FINE EXCEPT THE IDLE SEEMED TO BE A LITTLE BIT FASTER THAN NORMAL. I TOOK THE CAR TO A TOYOTA DEALER THE NEXT DAY BUT THEY WERE UNABLE TO DUPLICATE THE PROBLEM AND SAID THEY COULD NOT FIND ANYTHING WRONG. I WAS ASKED SEVERAL TIMES WHETHER MY FOOT COULD HAVE BEEN ON THE BRAKE AND GAS PEDALS AT THE SAME TIME BUT I AM ABSOLUTELY SURE THIS WAS NOT THE CASE. PLEASE REFERENCE ODI ID NUMBERS 10109072, 10173082, 10137143, 10125071, 10163070, 10200923, 10165337, 10166526 FOR SIMILAR COMPLAINTS RELATED TO 2005 AND 2006 COROLLAS. \*TR UPDATED 01-16-08. \*KB

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**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10202568  
**Date of Incident:** 20070905  
**Vehicle:** 2003 TOYOTA TACOMA  
**Location of Incident:** SAN JOSE, CA  
**NHTSA Summary:**  
 I WAS THE NUMBER 3 VEHICLE AT A RED LIGHT. FIRST CAR WENT THROUGH (THINKING THE LIGHT HAD CHANGED). SECOND CAR MOVED INTO FIRST PLACE. I STARTED TO FOLLOW AND WHEN I REALIZED HE HAD STOPPED I APPLIED MY BRAKES. I COULD FEEL THE TRUCK LURCH EVEN THOUGH I WAS STILL PRESSING THE BRAKES AS HARD AS POSSIBLE. I SLAMMED INTO HIM AND CAUSED DAMAGE TO BOTH VEHICLES. MY FOOT WAS NOT ON THE GAS PEDAL AT ALL. \*TR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10204912  
**Date of Incident:** 20070907  
**Vehicle:** 2003 TOYOTA PRIUS  
**Location of Incident:** CRESWELL, OR  
**NHTSA Summary:**  
 2003 TOYOTA PRIUS WITH ACCELERATION AND BRAKE PROBLEMS. CUSTOMER STATED WHEN SHE RELEASED HER FOOT FROM THE BRAKE PEDAL THE VEHICLE RACED FORWARD WHILE MAKING A LOUD NOISE. THE BRAKES WERE REAPPLIED BUT IT DID NOT STOP THE VEHICLE. \*KB THE CONSUMER WAS ABLE TO VEER SLIGHTLY TO THE LEFT TO AVOID AN ACCIDENT. THE VEHICLE FINALLY STOPPED AFTER LURCHING ABOUT 30 TO 40 FEET WELL BEYOND THE STOP SIGN AND INTO THE INTERSECTION. THE DEALER WAS UNABLE TO DUPLICATE THE PROBLEM. \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10294147  
**Date of Incident:** 20070909  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** SOUTHLINGTON, CT  
**NHTSA Summary:**  
 TL\* THE CONTACT OWNS A 2006 TOYOTA CAMRY. WHILE PARKING, THE VEHICLE RAPIDLY ACCELERATED OVER A CURB AND THROUGH THE GLASS OF A STORE- FRONT. A POLICE REPORT WAS FILED. HE CALLED THE TOYOTA MANUFACTURER AND FILED A COMPLAINT. HOWEVER HE HAS NOT RECEIVED A RESPONSE. THE DAMAGES TO THE VEHICLE AND THE STORE FRONT WERE OVER \$17,000. THE CURRENT MILEAGE WAS 20,000. THE VIN WAS UNAVAILABLE.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10216514  
**Date of Incident:** 20070911  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** PASADENA, CA  
**NHTSA Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10207089  
**Date of Incident:** 20070930  
**Vehicle:** 2004 LEXUS ES  
**Location of Incident:** DELRAY BEACH, FL  
**NHTSA Summary:**  
 MY WIFE WAS PULLING INTO A PARKING SPOT AT A VERY LOW RATE OF SPEED. ACCELERATOR STUCK AND COULD NOT BE RELEASED. CAR SPED UP AND HIT FOUR OTHER CARS. TOTAL DAMAGE TO ALL CARS EXCEEDED \$40,000.00 AND MY WIFE WAS INJURED WHEN AIR BAG INFLATED. \*TR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10204688  
**Date of Incident:** 20071001  
**Vehicle:** 2003 TOYOTA HIGHLANDER  
**Location of Incident:** PASADENA, TX  
**NHTSA Summary:**  
 WHILE ATTEMPTING TO PARK MY 2003 TOYOTA HIGHLANDER AT A MCDONALD'S, AS I WAS APPLYING THE BRAKE AND ALMOST PARKED, THE CAR SUDDENLY ACCELERATED, JUMPED THE CURB AND CRASHED THROUGH THE ENTRANCE OF THE MCDONALD'S. I CONTINUED TO APPLY THE BRAKE WHEN THIS HAPPENED, AND IT WOULD NOT STOP. \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10209036, 10206896  
**Date of Incident:** 20071005  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** REVERE, MA  
**NHTSA Summary:**  
 TL\*THE CONTACT OWNS A 2003 TOYOTA CAMRY. THE CONTACT SWITCHED GEARS FROM NEUTRAL TO DRIVE AND THE VEHICLE ACCELERATED TO MAXIMUM SPEED. THE ACCELERATOR PEDAL WAS STUCK AND THE VEHICLE WOULD NOT STOP. SHE DROVE INTO SOME BUSHES AND TREES THAT WERE IN FRONT OF A TWO FOOT WALL. THE UNDERCARRIAGE, TRANSMISSION HOUSING, TIE ROD, AND BUMPER WERE ALL DAMAGED. THE REPAIRS WOULD COST \$5,800. THE FIRE AND POLICE DEPARTMENTS ALONG WITH AN AMBULANCE ARRIVED AT THE SCENE. A POLICE REPORT WAS FILED. THE VEHICLE WAS TOWED AND THE CONTACT REFUSED TO GO TO A HOSPITAL, EVEN THOUGH HER BLOOD PRESSURE WAS 200. THE DEALER STATED THAT NOTHING COULD BE DONE. THE SPEED WAS UNKNOWN. THE CURRENT AND FAILURE MILEAGES WERE 43,960. SEE ODI 10206896 ALSO. \*DSY; TL\*THE CONTACT OWNS A 2003 TOYOTA CAMRY. THE CONTACT STATED THAT THE VEHICLE ACCELERATED AT AN UNKNOWN SPEED WITHOUT WARNING WHEN THE GEAR WAS SHIFTED INTO DRIVE. AS A RESULT, THE VEHICLE TRAVELED APPROXIMATELY 200 YARDS AND THEN CRASHED INTO A WALL. THE CONTACT STATED THAT THE ACCELERATOR PEDAL STUCK AND SHE WAS UNABLE TO DEPRESS THE BRAKE PEDAL. THE AIR BAG FAILED TO DEPLOY. NHTSA CAMPAIGN ID NUMBER 04V346000 (AIR BAGS: SIDE/WINDOW) WAS REFERENCED. A POLICE REPORT WAS FILED. THE INSURANCE INSPECTOR FELT THAT THE ELECTRICAL SYSTEM CAUSED THE FAILURE. AS OF OCTOBER 25, 2007, THE MANUFACTURER HAD NOT INSPECTED THE VEHICLE. THE CURRENT AND FAILURE MILEAGES WERE 41,000. SEE 10209036 ALSO. \*DSY. UPDATED 01/11/08. \*LJ  
**Additional Summary:**

TL\*THE CONTACT OWNS A 2007 TOYOTA COROLLA. WHILE ATTEMPTING TO PARK THE VEHICLE, IT SURGED FORWARD AND CAUSED A MINOR CRASH. ONE YEAR LATER, WHILE ATTEMPTING TO DRIVE UPHILL WITH THE ACCELERATOR PEDAL SLIGHTLY DEPRESSED, THE FAILURE RECURRED. THE CONTACT STRUCK A METAL POST. THERE WERE NO PRIOR WARNINGS BEFORE THE FAILURES OCCURRED. SHE IS CURRENTLY IN THE PROCESS OF HAVING THE VEHICLE INSPECTED. THE SPEED WAS UNKNOWN. THE FAILURE MILEAGE WAS 1,500 AND CURRENT MILEAGE WAS 2,700.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10203412  
**Date of Incident:** 20070914  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** TREVOSE, PA  
**NHTSA Summary:**  
 TL\*THE CONTACT OWNS A 2005 TOYOTA CAMRY. WHILE DRIVING 2 MPH, THE VEHICLE SURGED FORWARD WITHOUT WARNING WHILE THE BRAKE PEDAL WAS DEPRESSED. THE VEHICLE CRASHED INTO A WALL. A POLICE REPORT WAS FILED. THE DEALER WAS UNABLE TO DUPLICATE THE FAILURE. THE CURRENT AND FAILURE MILEAGES WERE 24,000.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10203274  
**Date of Incident:** 20070917  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** GARRISON, NY  
**NHTSA Summary:**  
 OUR 2006 TOYOTA RAV4 HAS HAD ISSUES ON SEVERAL OCCASIONS OF EITHER HESITATING WHEN THE GAS PEDAL IS PRESSED OR LUNGING FORWARD WHEN TRYING TO SLOW DOWN FOR TRAFFIC OR A STOP LIGHT. WE HAVE MADE SEVERAL COMPLAINTS TO OUR DEALER, BUT THEY KEEP SAYING NOTHING IS WRONG. WE FEEL THIS CAR IS UNSAFE/ RELIABLE AT THIS POINT. \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 20070920  
**Date of Incident:** 2005 TOYOTA CAMRY  
**Location of Incident:** YUKON, OK  
**NHTSA Summary:**  
 \*One woman was killed and another injured in a one-car collision Thursday night about three miles north of town. According to the Oklahoma Highway Patrol, Jean Bookout, 76, of Yukon was driving a 2005 Toyota Camry south on U.S. 69 at a high rate of speed at about 6:20 p.m. Thursday. Bookout, the OHP report states, failed to negotiate a curve and her car careened into a ditch on Texanna Road. Bookout was transported by helicopter to St. John Medical Center in Tulsa, where she was treated for head injuries. Bookout was listed in serious condition Friday. A passenger, Barbara Schwarz, 70, also of Yukon, was transferred from Muskogee Regional Medical Center by helicopter to St. John Medical Center, where she later died. The OHP report states safety belts were in use by both occupants. The air bag did not deploy.\*  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10205755  
**Date of Incident:** 20071008  
**Vehicle:** 2007 LEXUS RX400H  
**Location of Incident:** HOMESTEAD, FL  
**NHTSA Summary:**  
 TL\*THE CONTACT OWNED A 2007 RX400 LEXUS HYBRID. WHILE DRIVING 35 MPH AND ENGAGING THE BRAKES, THE MAT WAS BETWEEN THE ACCELERATOR AND THE BRAKES PREVENTED THE CONTACT FROM BRAKING. THE CONTACT CRASHED INTO A VEHICLE ON THE DRIVER'S SIDE REAR. THE CONTACT'S VEHICLE WAS TOTALED. THE OTHER VEHICLE SUSTAINED DAMAGE TO THE DRIVER'S SIDE BUMPER, THE BACK WINDOW SHATTERED, AND THE DRIVER'S REAR WHEEL WELL WAS DAMAGED. THE CONTACT SUSTAINED INJURIES TO HER CHEST AND BACK WHEN THE DRIVER'S SIDE AIR BAG DEPLOYED. THE DRIVER'S SIDE FOOT AIR BAG ALSO DEPLOYED. PICTURES ARE AVAILABLE. THE PURCHASE DATE WAS 08/04/2007. A POLICE REPORT IS AVAILABLE. THE DEALER INFORMATION IS NOT AVAILABLE. THE CURRENT AND FAILURE MILEAGES WERE 2,300.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10205212  
**Date of Incident:** 20071008  
**Vehicle:** 2006 TOYOTA SEQUOIA  
**Location of Incident:** CLARKSVILLE, TN  
**NHTSA Summary:**  
 UNCONTROLLED ACCELERATION WHEN USING THE RESUME FEATURE IN THE CRUISE CONTROL. \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10285725  
**Date of Incident:** 20071009  
**Vehicle:** 2000 TOYOTA TACOMA  
**Location of Incident:** GLENDORA, CA  
**NHTSA Summary:**  
 TL\*THE CONTACT OWNS A 2000 TOYOTA TACOMA. WHILE DRIVING APPROXIMATELY 70 MPH ON NORMAL ROAD CONDITIONS, THE CRUISE CONTROL WAS DISENGAGED AND THE VEHICLE RAPIDLY BEGAN ACCELERATING. THE VEHICLE FAILED TO SLOW DOWN; HOWEVER, THE CONTACT WAS ABLE TO SHUT THE ENGINE OFF AND RESTART THE VEHICLE. THE CONTACT DROVE THE VEHICLE TO A NEARBY SERVICE STATION AND DETERMINED THAT THE FAILURE WAS CONTRIBUTED TO THE THROTTLE BODY CABLE CONNECTOR. THE VEHICLE WAS REPAIRED. THE CONTACT HAS CONCERNS OF THE SAFETY RISK INVOLVED. THE FAILURE MILEAGE WAS 90,000 AND THE CURRENT MILEAGE WAS 120,000.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10216383  
**Date of Incident:** 20071015  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** HOLIDAY, FL

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2005 TOYOTA CAMRY. WHILE IDLING, THE VEHICLE REVS AND ACCELERATES ON ITS OWN. THE VEHICLE WAS TAKEN TO THE DEALER FOUR TIMES, BUT THEY HAVE BEEN UNABLE TO DUPLICATE THE FAILURE. THE CURRENT MILEAGE WAS 33,500 AND FAILURE MILEAGE WAS 28,000.

**Additional Summary:**

**Toyota ID No:**

**NHTSA ODI No:** 10291013  
**Date of Incident:** 20071015  
**Vehicle:** 2005 LEXUS ES330  
**Location of Incident:** VERNON HILLS, IL

**NHTSA Summary:**

2005 LEXUS ES350 LEASED NEW IN AUGUST, 2005. I OVERTOOK A SLOW MOVING VEHICLE IN FRONT OF ME AND TRIED TO EASE OFF BACK INTO THE LANE. INSTEAD, THE CAR BEGAN ACCELERATING: 2K RPM, 3K RPM, 4K RPM, ALMOST REDLINING. I PUT ON THE BRAKES AND KEPT HOLDING THE BRAKE PEDAL DOWN. PUSHING ACCELERATOR PEDAL DOWN WAS NO HELP. INSTEAD, I SHIFTED TO NEUTRAL AND AFTER ABOUT 10 SECONDS (FELT LIKE ETERNITY SINCE SHIFTING TO NEUTRAL DID NOT HELP) TURNED THE IGNITION KEY OFF. THE CAR STOPPED. AFTER SEVERAL MINUTES OF COLLECTING MYSELF, I TURNED THE IGNITION KEY BACK ON AND THE VEHICLE BEHAVED NORMALLY. AFTER THAT EXPERIENCE I ALWAYS MADE SURE I DID NOT ACCELERATE QUICKLY. THE CAR WAS RETURNED BACK TO THE DEALER AFTER THE ORIGINAL LEASE EXPIRED LAST YEAR. I CAN ASSURE YOU FLOORMATS WASNT THE PROBLEM. I AM CONCERNED THAT TOYOTA ONLY ISSUED RECALL ON 2007-LEXUS ES350 MODELS. THEY SHOULD ALSO INCLUDE PREVIOUS ES330 MODEL AS WELL. \*TR

**Additional Summary:**

**Toyota ID No:**

**NHTSA ODI No:** 10285924  
**Date of Incident:** 20071017  
**Vehicle:** 2007 LEXUS GS350  
**Location of Incident:** EL PASO, TX

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 LEXUS GS350. WHEN ATTEMPTING TO ENTER A PARKING SPACE, SHE EXPERIENCED UNINTENDED VEHICLE ACCELERATION, WHICH CAUSED HER TO CRASH INTO A WALL. THE VEHICLE WAS TOWED TO A DEALER, HOWEVER, THE TECHNICIANS COULD NOT IDENTIFY THE CAUSE OF THE FAILURE. THE CONTACT IS CONCERNED THAT THE FLOOR-MAT INTERFERENCE CAUSED THE ACCELERATOR PEDAL TO STICK. THE FAILURE MILEAGE WAS 350 AND THE CURRENT MILEAGE WAS 11,000.

**Additional Summary:**

**Toyota ID No:**

**NHTSA ODI No:** 10206523  
**Date of Incident:** 20071019  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** DALLEJO, CA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2000 TOYOTA CAMRY. WHILE TURNING INTO A PARKING SPACE AT APPROXIMATELY 5 MPH, THE VEHICLE RAPIDLY ACCELERATED AND THE RPM'S REVVED. THE VEHICLE CRASHED INTO A WALL. THE VEHICLE HAD TO BE SHUT OFF IN ORDER FOR IT TO STOP. THE MANUFACTURER STATED THAT THEY WOULD CALL

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HER BACK AND LET HER KNOW IF HER VEHICLE WAS INCLUDED IN NHTSA CAMPAIGN ID NUMBER 01V012000 (VEHICLE SPEED CONTROL). THEY HAVE YET TO CALL. THE CURRENT AND FAILURE MILEAGES WERE 36,000.

**Additional Summary:**

**Toyota ID No:**

**NHTSA ODI No:** 10209358  
**Date of Incident:** 20071020  
**Vehicle:** 2003 TOYOTA AVALON  
**Location of Incident:** LATHAM, NY

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2003 TOYOTA AVALON. WHILE DRIVING 3 MPH WITH THE BRAKES APPLIED, THE VEHICLE SUDDENLY ACCELERATED. THE CONTACT APPLIED MORE PRESSURE TO THE BRAKES; HOWEVER, THE VEHICLE DID NOT STOP AND CRASHED INTO SOME BUSHES. A POLICE REPORT WAS FILED. THERE WERE NO PRIOR WARNING INDICATORS. THE VEHICLE WAS TOWED. THE DEALER WAS UNABLE TO DUPLICATE THE FAILURE AND THERE WERE NO ERROR CODES. THE PURCHASE DATE WAS UNKNOWN. THE CURRENT AND FAILURE MILEAGES WERE 45,000. NEW YORK POLICE REPORT. UPDATED 12/12/07 \*TR

**Additional Summary:**

**Toyota ID No:**

**NHTSA ODI No:** 10206821  
**Date of Incident:** 20071020  
**Vehicle:** 2004 TOYOTA COROLLA  
**Location of Incident:** MIAMI SHORES, FL

**NHTSA Summary:**

DATE 10/20/2007 THIS SATURDAY MORNING AT 9:05 AM, AFTER MASS AT THE MIAMI ARCHDIOCESES, I HAD A MOST UNPLEASANT EXPERIENCE WITH MY 2004 TOYOTA COROLLA. WHEN I MOVE TO REVERSE MY CAR FROM MY PARKING PLACE, I EXPERIENCED A SUDDEN DRAMATIC INCREASE FROM THE CAR'S IDLE AND A RELEASE OF THE ACCELERATION, CAUSING THE VEHICLE TO MOVE BACKWARD VERY FAST. I IMMEDIATELY PUT THE CAR IN NEUTRAL, BUT DID NOT STOP AND THEN, IN A FEW SECONDS, TO FORWARD TO AVOID HITTING ANY PERSONS OR VEHICLES IN MY BACK IN THE CHURCH PARKING LOT. IN TOTAL ABOUT 45 FEET BACKWARD AND FORWARD, PERHAPS 30 SECONDS PLUS IN TOTOT?. I THEN DID CRASH ON THE WALL OF ST. MARTH RECTORY. THE CAR WAS UNCONTROLLABLE AND THE FRONT OF MY CAR'S HOOD, FRONT DOORS WERE BADLY DAMAGED, (ESPECIALLY THE RIGHT SIDE, WHERE MY SICK WIFE SAT) DAMAGES WITH A PRELIMINARY ESTIMATE OF \$ 5864. I HAVE TWO CONCERNS: A) SUDDEN ACCELERATION WHEN CAR IS STARTED AND INABILITY TO STOP IT. B) NO AIR BAG SYSTEM DEPLOYMENT IN SPITE OF THE STRENGTH OF THE IMPACT AND HAVING THE ENTIRE FRONT BUMPER OF THE CAR DESTROYED. 2) I HAVE LOST MY TRUST IN MY PRESENT TOYOTA COROLLA CAR (I HAVE HAD ONE BEFORE AND A CAMRY, AND THEIR PERFORMANCE WAS SATISFACTORY). I WOULD LIKE TO HAVE A VERY CAREFUL INSPECTION OF OUR VEHICLE, ITS CAPACITY FOR SUDDEN UNCONTROLLABLE ACCELERATION, LACK OF AIR BAG PROTECTION, AND THE LIKE. \*TR

**Additional Summary:**

**Toyota ID No:**

**NHTSA ODI No:** 10207653  
**Date of Incident:** 20071024  
**Vehicle:** 2007 LEXUS RX400H

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**Location of Incident:** SANTA MONICA, CA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 LEXUS RX400H. WHILE DRIVING 3 MPH, THE VEHICLE ACCELERATED WITHOUT WARNING TO APPROXIMATELY 25 MPH. THE VEHICLE CRASHED INTO A WALL AND THE DRIVER SUSTAINED BRUISES TO HER CHEST AND KNEES. AS OF NOVEMBER 1, 2007, THE MANUFACTURER HAD NOT INSPECTED THE VEHICLE. THEY STATED THAT IT COULD TAKE 4-6 WEEKS BEFORE THE VEHICLE COULD BE INSPECTED. THE CONTACT FELT THAT THE ACCELERATOR PEDAL CAUSED THE FAILURE. THE VIN WAS UNKNOWN. THE CURRENT AND FAILURE MILEAGES WERE 1,500.

**Additional Summary:**

**Toyota ID No:**

**NHTSA ODI No:** 10294080  
**Date of Incident:** 20071101  
**Vehicle:** 2006 TOYOTA COROLLA MATRIX  
**Location of Incident:** PACE, FL

**NHTSA Summary:**

I OWNS A 2006 TOYOTA MATRIX. AT ABOUT 40K I BEGAN NOTICING WHEN I PUSHED THE GAS PEDAL FROM A STOP THAT IT SOMETIMES LAGGED, OTHER TIMES THE PEDAL SEEMED VERY TOUCHY AND TO TAKE OFF EXCESSIVELY, CAUSING PASSENGERS TO NOTICE THE SUDDEN ACCELERATION. THIS OCCURS SPONTANEOUSLY BUT AT LEAST ONCE EVERY 14 DAYS. IT IS ALWAYS FROM A STOP SUCH AS AT A LIGHT OR DRIVEWAY, AFTER THE CAR HAS BEEN DRIVING EVEN A FEW FEET BUT IT HAS NEVER OCCURRED ON THE INITIAL PRESS WHEN THE CAR IS FIRST CRANKED AND MOVED, ONLY AFTER THE WHEELS HAVE MOVED. AS A SIDE NOTE, THE COMPUTER WAS REPLACED AT ABOUT 77K AND THIS DID NOT CORRECT THE ISSUE. I HAVE THE OEM FLOOR MATS WITH THE LATCH SYSTEM THAT HOLDS THE MAT IN PLACE. I HAVE NEVER HAD THE PEDAL APPEAR TO EVEN TOUCH THE MAT. WHILE I HAVE NEVER HAD THE TERRIBLE EXPERIENCE OF HAVING THE PEDAL STICK AND CONTINUE TO ACCELERATE, I AM HOPING THAT THIS INFORMATION WILL HELP THE CAUSE OF THE ISSUES COME TO LIGHT. THERE IS DEFINITELY A PROBLEM WITH THE GAS PEDAL AND THE COMPUTER TELLING THE THROTTLE WHEN AND HOW MUCH TO OPEN. PLEASE DO NOT LET THIS FALL SOLELY ON THE FLOOR MATS. THERE IS MORE TO THE STORY! \*TR

**Additional Summary:**

**Toyota ID No:**

**NHTSA ODI No:** 10212637  
**Date of Incident:** 20071114  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** LAWRENCEVILLE, GA

**NHTSA Summary:**

PULLING INTO A PARKING SLOT, I HIT THE BRAKE BUT IT CAUGHT THE GAS PEDAL CAUSING THE VEHICLE TO ACCELERATE. ONLY THE BALCONY WALL OF THE PARKING STOPPED THE CAR. THE ACCIDENT RESULTED IN THE SPRAIN OF MY NECK AND A \$3000 DAMAGE TO THE VEHICLE. \*TR

**Additional Summary:**

**Toyota ID No:**

**NHTSA ODI No:** 10209552  
**Date of Incident:** 20071115  
**Vehicle:** 2007 TOYOTA SIENNA  
**Location of Incident:** NORTH BABYLON, NY

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**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 TOYOTA SIENNA. WHILE DRIVING 10 MPH, THE VEHICLE WOULD SLOW DOWN AND THEN ACCELERATE WITHOUT WARNING WHEN THE BRAKE PEDAL WAS DEPRESSED. THE DEALER WAS UNABLE TO DIAGNOSE THE CAUSE OF THE FAILURE. THE CURRENT AND FAILURE MILEAGES WERE 3,700.

**Additional Summary:**

**Toyota ID No:**

**NHTSA ODI No:** 10214275  
**Date of Incident:** 20071129  
**Vehicle:** 2002 TOYOTA RAV4  
**Location of Incident:** BAKERSFIELD, CA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2002 TOYOTA RAV4. WHILE DRIVING 2 MPH IN REVERSE AND WITH THE BRAKE PEDAL DEPRESSED, THE VEHICLE ACCELERATED. THE CONTACT APPLIED MORE PRESSURE TO THE BRAKE PEDAL, BUT THE VEHICLE DID NOT STOP. THE VEHICLE CRASHED INTO A PARKED VEHICLE AND WAS THEN TOWED TO THE DEALER. A POLICE REPORT WAS FILED. THE VEHICLE WAS DESTROYED. THE ROAD CONDITIONS WERE DRY. THE CURRENT AND FAILURE MILEAGES WERE 70,000.

**Additional Summary:**

**Toyota ID No:**

**NHTSA ODI No:** 10211750  
**Date of Incident:** 20071212  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** SAN LEANDRO, CA

**NHTSA Summary:**

HE HAS BEEN EXPERIENCING PROBLEM EITHER WITH THE TRANSMISSION OR THE ACCELERATOR. WHEN HE START TO ACCELERATE SOMETIMES, USUALLY IN LOW SPEED, 20% TO 40% OF THE TIME, THERE IS A FEW SECONDS THE CAR DOES NOT RESPOND, AND SUDDENLY HE FEEL A JOLT AND THE CAR JUMPS VIOLENTLY. HE HAS TO LOOK BACK WHENEVER IT HAPPENS TO SEE IF SOMEONE HAS CRASH IN TO HIS CAR. IF THERE IS A CAR INFRONT OF HIM WHILE IN TRAFFIC, THIS COULD LEAD POTENTIAL CAR ACCIDENT OF HITTING THE CAR INFRONT OF HIM. HE ALSO HAS TO MAKE SURE HE DOES NOT PARK TOO CLOSE TO OTHER CARS OR THE WALL. I HAVE HELP HIM REPORTED THE ISSUE TO DEALER 2 TIMES MANY MONTHS AGO AND THEY SAID THEY CAN NOT FIX THE PROBLEM IF THEY CAN'T FEEL THE PROBLEM. I HAVE ALSO TOLD THE HEADQUARTER I FOUND NUMEROUS COMPLAINTS ON THE SAME HESITATION/ACCELERATION PROBLEM MY FATHER EXPERIENCING AND I NOTICED TOYOTA HAVE BEEN TELLING OTHER PEOPLE SAME RESPONSE THAT DEALER CAN NOT FIX THE PROBLEM IF DEALER CAN NOT FEEL THE PROBLEM, AND DEALER HAVE BEEN TELLING PEOPLE THIS IS NORMAL BEHAVIOR FOR THOSE WHO REVISITED MANY TIMES. THERE ARE HUNDREDS OF COMPLAINTS ABOUT THIS ISSUE IF YOU GO SEARCH ON GOOGLE (USING KEYWORD TOYOTA CAMERY TRANSMISSION PROBLEM). ONE OF THE WEBSITE IS I FOUND FROM GOOGLE RESULT FOR EXAMPLE WAS

HTTP://WWW.AUTOBYTEL.COM/CONTENT/RESEARCH/FORUMS/INDEX.CFM/ACTION/POSTS/FID/2852. IT HAS 27 PAGES OF SUCH COMPLAINTS. I HAVE ALSO NOTICE SUCH COMPLAINTS DOES NOT APPLY TO JUST 2005 YEAR CAMERY BUT AGAINST 2002 AND 2007 CAMERY AS WELL. WITH SO MANY CARS THEY SOLD OVER 5 YEARS AND SO MANY COMPLAINTS ON THEIR TRANSMISSION THAT CAN LEAD ACCIDENTS AND POSSIBLY ALREADY DID, TOYOTA ARE MAKING INDIVIDUALS FEEL AS IF THEY ARE THE ONLY ONE IMAGINING THINGS. A FEW PEOPLE SAID CERTAIN STORES ALLOW THEM TO DO A COMPUTER CHIP "FIX," AND THE FIX WAS NOT HELPFUL. ON TOP OF TRANSMISSION

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PROBLEM. HE NOTICED PAINT PEELING, RUST PAINT UNDER 15X MAGNIFYING GLASSES, A BUBBLE ON DASH BOARD. \*TR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10227339  
**Date of Incident:** 20071216  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** CONYERS, GA  
**NHTSA Summary:**  
2007 TOYOTA COROLLA UNINTENDED ACCELERATION. CONSUMER STATES THAT ENGINE ACCELERATED AT HIGH SPEED, UNABLE TO CONTROL CAR OR BRAKE EFFECTIVELY. \*NJ THE CONSUMER STATED SINCE PURCHASING THE VEHICLE, THERE WAS SOME HESITANCY IN STARTING THE VEHICLE DURING SUMMER MONTHS AND JERKY ACCELERATION. \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10215747  
**Date of Incident:** 20071220  
**Vehicle:** 2008 TOYOTA YARIS  
**Location of Incident:** EVANSVILLE, IN  
**NHTSA Summary:**  
TL \*THE CONTACT OWNS A 2008 TOYOTA YARIS. WHILE DRIVING APPROXIMATELY 30 MPH, THE VEHICLE JERKED AND SURGED DRAMATICALLY WITHOUT WARNING. THE DEALER ADVISED THE CONTACT TO INCREASE HIS SPEED WHILE DRIVING BECAUSE THE VEHICLE CANNOT SUFFICIENTLY OPERATE AT LOW THROTTLE. THE MANUFACTURER PROVIDED NO ASSISTANCE. THE FAILURE MILEAGE WAS 2,000 AND CURRENT MILEAGE WAS 2,025.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10214653  
**Date of Incident:** 20071222  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** VACAVILLE, CA  
**NHTSA Summary:**  
I PURCHASED A PREVIOUSLY OWNED 2000 TOYOTA CAMRY ON 11/4/07. WHILE DRIVING FROM NORTHERN CALIFORNIA TO SOUTHERN CALIFORNIA ON THE LOSS DATE I ACTIVATED THE CRUISE CONTROL FEATURE. TRAFFIC ON THE FREEWAY BEGAN TO SLOW AND I DEPRESSED THE BRAKE PEDAL TO SLOW THE VEHICLE. TRAFFIC BEGAN MOVING AGAIN THEN SUDDENLY STOPPED. I AGAIN DEPRESSED THE BRAKE PEDAL BUT THE CAR SEEMED TO ACCELERATE EVEN THOUGH I HAD BOTH OF MY FEET ON THE BRAKE PEDAL. MY CAR CRASHED INTO THE REAR OF A VEHICLE IN FRONT OF MINE CAUSING BOTH AIR BAGS IN MY VEHICLE TO DEPLOY. THE CRASH IMPACT JAMMED THE DRIVER'S DOOR PREVENTING IT FROM OPENING, TRAPPING ME IN THE CAR WITH SMOKE POURING FROM UNDER THE HOOD. INITIALLY THE ELECTRIC WINDOW WOULD NOT OPEN BUT FINALLY DID ALLOWING ME TO EXTRICATE MYSELF FROM THE DAMAGED VEHICLE. \*TR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10290959  
**Date of Incident:** 20080115  
**Vehicle:** 2005 TOYOTA SOLARA  
**Location of Incident:** DANA POINT, CA  
**NHTSA Summary:**  
2005 TOYOTA SOLARA--ACCELERATOR SURGES. IN JUNE 2008 I TOOK IT TO THE DEALER WHO SAID THEY COULDN'T FIND ANYTHING. THE DEALER HAS THE RECORD OF MY JUNE 2008 REPAIR REQUEST. HOWEVER, THE ACCELERATOR STILL STICKS AND SURGES INTERMITTENTLY. WHAT SHOULD I DO. \*TR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10217071  
**Date of Incident:** 20080117  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** ELLICOTT CITY, MD  
**NHTSA Summary:**  
I WAS IN THE DRIVE THROUGH AT THE DUNKIN DONUTS IN GERMANTOWN, MD GIVING MY ORDER IN THE SPEAKER. I REMEMBER HEARING A ROARING SOUND LIKE A TRAIN AND THE NEXT THING I KNOW ALL OF A SUDDEN MY CAR SHOT FORWARD AND HIT THE BACK OF THE CAR AT THE SERVICE WINDOW. IT WAS QUITE STRANGE. I AM CONVINCED I HAD MY FOOT ON THE BRAKE. THE EMS AND POLICE SAID I MUST HAVE HIT THE ACCELERATOR BY MISTAKE. I AM NOT CONVINCED IN MY OWN MIND THAT THIS IS WHAT HAPPENED. \*TR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10215427  
**Date of Incident:** 20080118  
**Vehicle:** 2007 SCION TC  
**Location of Incident:** PERRYVILLE, AR  
**NHTSA Summary:**  
MY 2007 SCION TC HAS A BRAKE, ACCELERATION PROBLEM...3 TIMES WHILE SITTING IN TRAFFIC WITH THE BRAKES ON, THE CAR HAS SURGED OR LUNGED FORWARD WITH THE ENGINE REVING LIKE CRAZY. I AM VERY SCARED TO DRIVE IT, NOW! \*TR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10216273  
**Date of Incident:** 20080127  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** PLEASANTVILLE, NY  
**NHTSA Summary:**  
MY 2007 TOYOTA RAV4 EXPERIENCES SUDDEN AND RANDOM INSTANCES OF UNCONTROLLABLE ACCELERATION WHEN ATTEMPTING TO STOP. UNDER FULL BRAKE PRESSURE THE ENGINE REVS TO 4000 RPM AND CONTINUES TO MOVE. WHEN I SHIFT TO NEUTRAL TO STOP THE VEHICLE, THE ENGINE REVS TO 6500 RPM. SOMETIMES IT WILL RETURN TO NORMAL IDLE AFTER A FEW SECONDS AND SOMETIMES IT IS NECESSARY TO TURN OFF THE IGNITION. IT USUALLY RESTARTS NORMALLY BUT OCCASIONALLY REPEATS THE 6500 RPM. I HAVE TAKEN IT TO THE DEALER TWICE WHO FINDS NO COMPUTER RECORD OF A MALFUNCTION AND REPORTS THAT " EVERYTHING MEETS

FACTORY SPECIFICATIONS. " I HAVE REQUESTED TECHNICAL ASSISTANCE FROM TOYOTA MOTOR SALES BUT THEY ONLY REFER ME BACK TO THE DEALER. \*TR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10216647  
**Date of Incident:** 20080131  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** CAMBRIDGE, OH  
**NHTSA Summary:**  
MY WIFE WAS PULLING INTO A PARKING LOT THE CAR ACCELERATED ON ITS OWN OUT OF CONTROL. MY WIFE WAS ABLE TO GET STOPPED WITHOUT HITTING ANYTHING BUT SHE IS SO SHOOK UP SHE WON'T DRIVE IT ANYMORE. NOTHING HAS BEEN DONE ABOUT FIXING THE PROBLEM IT JUST HAPPENED TODAY. \*TR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10217130  
**Date of Incident:** 20080205  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** ECINO, CA  
**NHTSA Summary:**  
THE 2003 LEXUS ES300 SUDDENLY ACCELERATED WITHOUT WARNING, CAUSING THE VEHICLE TO COME OUT OF A DRIVEWAY, GO COMPLETELY ACROSS THE STREET, UP ONTO THE SIDEWALK, AND HIT POLES/FENCE, CAUSING SEVERE INJURIES. THE GAS PEDAL WAS NOT PRESSED DOWN HARD AT THE TIME, AND THERE WAS NO EXPLANATION FOR THE RAPID ACCELERATION. \*TR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10259437  
**Date of Incident:** 20080208  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** TAMPA, FL  
**NHTSA Summary:**  
PRIOR TO THE ACCIDENT ON 2/8/2008 AT 8:55PM THERE WERE 2-3 EPISODES WITHIN A 6 YEAR PERIOD WHEN ANA LOPEZ FELT THE VEHICLE MILDLY ACCELERATE ON ITS OWN FOR ONLY A FEW SECONDS. THE EPISODES WERE SO MILD THAT SHE QUESTIONED HERSELF WHETHER THE CAR TRULY ACCELERATED AND SO SHE NEVER HAD THE CAR INSPECTED. HOWEVER, ON 2/8/2008 AT 8:55PM WHILE DRIVING HOME HEADING SOUTH ON THE VETERANS EXPRESSWAY IN TAMPA SHE EXPERIENCED WHAT SHE DESCRIBES AS THE MOST FRIGHTENING EVENT IN HER LIFE. THE FIRST SIGN THAT SOMETHING WAS GOING WRONG WAS THE DASH LIGHTS BEGAN TO FLICKER ON AND OFF SO SHE MADE AN ATTEMPT TO PULL OVER SO SHE COULD CALL HER HUSBAND AND MAKE HIM AWARE OF HOW THE CAR WAS PERFORMING. AS SHE BEGAN SLOWING DOWN AND VEERING OFF THE ROAD ON THE OUTSIDE LANE, WHICH WAS WITNESSED, THE VEHICLE MADE A VERY POWERFUL ACCELERATION ACCOMPANIED BY A LOUD ACCELERATION SOUND AND LOSS OF STEERING ABILITY AS THE CAR BEGAN TO STEER TO THE LEFT GOING BACK INTO TRAFFIC LANES, SHE FELT AS THOUGH THE VEHICLE WAS NOW CONTROLLING ITSELF AND SHORTLY AFTER BEGAN TO SPIN OUT OF CONTROL. THE VEHICLE STRUCK THE BARRIER WALL AND CAME TO A FINAL REST ON THE RIGHT SOUTHBOUND LANE. ANA LOPEZ SUFFERED MULTIPLE FRACTURES TO HER RIGHT LEG AND SPENT 2 MONTHS

IN THE HOSPITAL AND REHAB UNIT WHERE SHE SUFFERED GREATLY WITH PAIN AND CONTINUES TO SUFFER FROM PAIN AND DEBILITATION. THE VEHICLE WAS INSPECTED BY A PROFESSIONAL INSPECTOR AT HER HOME AND NOTHING WAS FOUND WRONG WITH THE VEHICLE. BUT THE INSPECTION WAS A PRELIMINARY INSPECTION AND SHE FEARED THAT A MORE THOROUGH INSPECTION WOULD BE TOO COSTLY FOR HER. HER STORY ABOUT THE INCIDENT HAS NEVER CHANGED AND STILL IS TRAUMATIZING TO HER. THIS COMPLAINT WAS TRANSLATED AND WRITTEN BY ALBERTO LOPEZ, HER SON. \*TR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10219141  
**Date of Incident:** 20080225  
**Vehicle:** 2007 TOYOTA 4RUNNER  
**Location of Incident:** CALDWELL, TX  
**NHTSA Summary:**  
DRIVING A 2007 TOYOTA 4RUNNER SRS V6 4 WHEEL DRIVE VEHICLE ON A HIGHWAY AT THE SPEED LIMIT OF 70 MPH IN THE LEFT LANE (4 LANE HIGHWAY). I SLOWED DOWN TO CHANGE LANES ENTERING THE RIGHT LANE. I THINK APPLYING THE BRAKES TO SLOW DOWN AND MOVE OVER. AS I BEGAN TO ACCELERATE AGAIN IN THE RIGHT LANE, I LET UP ON THE ACCELERATOR PEDAL, SO AS TO NOT EXCEED THE SPEED LIMIT BUT IT DID NOT COME BACK UP WHEN MY FOOT DID, AND THE VEHICLE DID NOT SLOW DOWN NORMALLY AS IT SHOULD BUT RACED AHEAD. I QUICKLY LOOKED TO SEE IF MY FLOOR MAT HAD CAUSED THE PEDAL TO STICK WHICH I OBSERVED IT DID NOT. I THEN APPLIED THE BRAKES TO TRY TO SLOW THE VEHICLE YET THE VEHICLE WAS STILL ATTEMPTING TO ACCELERATE. FORTUNATELY, I WAS ABLE TO SOMEWHAT SLOW DOWN AND GUIDE THE VEHICLE ONTO AN EXIT RAMP TO MY RIGHT, ALL THE WHILE HOLDING DOWN THE BRAKE AS HARD AS I COULD TO KEEP CONTROL OF THE CAR. I GUIDED IT ONTO THE RIGHT SIDE OF THE RAMP OUT OF THE TRAFFIC PATH AND QUICKLY MOVED THE GEAR FIRST TO NEUTRAL THEN TO PARK. THIS STOPPED THE VEHICLE BUT THE ENGINE CONTINUED TO RAPIDLY REV. I THEN IMMEDIATELY TURNED OFF THE IGNITION. THE WHEELS WERE POINTED STRAIGHT AHEAD, AND I AVOIDED ANY KIND OF CRASH OR INJURY. THEN I TURNED ON MY EMERGENCY LIGHTS. I LET THE VEHICLE SIT OFF FOR A MINUTE OR SO, THEN LEAVING THE VEHICLE IN PARK I TURNED ON THE IGNITION AGAIN UPON WHICH THE ENGINE REVVED AS HIGH AS BUT DID NOT MOVE. SO I TURNED OFF THE IGNITION FOR GOOD AND CALLED A NEARBY TOYOTA DEALERSHIP FOR HELP WHO SWIFTLY AND SEAMLESSLY RESPONDED TO MY VEHICLE FAILURE. THE VEHICLE IS PRESENTLY BEING EXAMINED BY THIS DEALERSHIP AND THE CAUSE AND REMEDY ARE YET TO BE DETERMINED. THE DEALERSHIP RESPONDED BY SENDING A TOW TRUCK TO BRING MY VEHICLE TO THE DEALERSHIP AND SAID THEY WOULD CONTACT THE LOCAL POLICE TO LET THEM KNOW SUCH HAD BEEN ARRANGED. \*TR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10292643  
**Date of Incident:** 20080301  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** DURHAM, NC  
**NHTSA Summary:**  
I WAS DRIVING ON AN INTERSTATE HIGHWAY WITH MY CRUISE CONTROL ENGAGED AND MY CAR BEGAN TO ACCELERATE BEYOND THE SPEED THAT I HAD SET. I DISENGAGED THE CRUISE CONTROL BUT THAT DID NOT SLOW THE CAR DOWN. NEXT, I TRIED BRAKING, WHICH SLOWED THE CAR DOWN A LITTLE, THOUGH I NEEDED TO USE AN UNUSUALLY LARGE AMOUNT OF FORCE TO PRESS THE BRAKE PEDAL DOWN. ONCE I

RELEASED THE BRAKE, THE CAR BEGAN TO SPEED UP AGAIN. I MADE REPEATED ATTEMPTS TO BRAKE BUT, EVENTUALLY, THE BRAKE PEDAL LOCKED UP. AT THIS POINT, I PUT THE CAR INTO NEUTRAL AND THE ENGINE REVVED (I DON'T KNOW WHAT THE MAXIMUM RPM WAS, BUT I KNOW IT WAS WELL ABOVE NORMAL DRIVING RPM). I PULLED OFF ONTO THE SHOULDER AND TURNED THE CAR OFF. I TRIED TURNING THE IGNITION ON (MY FOOT WAS NOT ON THE ACCELERATOR PEDAL) BUT THE ENGINE REVVED UP SO I IMMEDIATELY TURNED THE CAR OFF. OVER THE NEXT 30 MINUTES, I TRIED TURNING THE CAR ON A FEW MORE TIMES WITH THE SAME RESULT. AFTER I HAD BEEN WAITING FOR 1-1.5 HOURS, A TOW TRUCK ARRIVED. THE DRIVER TURNED THE IGNITION ON AND THE CAR STARTED NORMALLY; SOMEHOW THE PROBLEM HAD RESOLVED ITSELF SO WE WERE UNABLE TO DETERMINE THE CAUSE. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10219888  
**Date of Incident:** 20080302  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** MEDIA, PA  
**NHTSA Summary:**  
 TL\*THE CONTACT OWNS A 2006 TOYOTA RAV4. THE VEHICLE AUTOMATICALLY ACCELERATED. THE CONTACT HAD TO DEPRESS HARD ON THE BRAKES AND/OR SHIFT INTO NEUTRAL IN ORDER TO KEEP THE VEHICLE FROM ENTERING INTO TRAFFIC. THE FAILURE OCCURRED ON MARCH 2, 2008. THE FAILURE MILEAGE WAS 12,125 AND CURRENT MILEAGE WAS 12,135. UPDATED 03/25/08. \*LJ

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10220108  
**Date of Incident:** 20080304  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** GREENACRES, FL  
**NHTSA Summary:**  
 PULLING INTO PARKING SPOT ON LEFT, ABOUT STOPPED AND THE CAR ACCELERATED VERY FAST FOR ABOUT 30 FEET. BEING THE SECOND TIME THIS HAS HAPPENED, I WAS AWARE OF WHERE MY FOOT WAS, ON THE BRAKE. LAST OCT. PULLING INTO PARKING SPOT TO LEFT THE SAME THING HAPPENED. JUST FELT LIKE A NUT. THIS TIME I AM SURE IT WAS THE CAR. \*TR THE CONTACT WANTED TO ADD THAT THE DRIVERS FLOOR MAT WAS IN THE TRUNK.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10222922  
**Date of Incident:** 20080312  
**Vehicle:** 2007 TOYOTA SIENNA  
**Location of Incident:** BROOKLYN, NY  
**NHTSA Summary:**  
 THIS MEMO WAS SENT VIA EMAIL ON THE TOYOTA WEBSITE OVER A WEEK AGO AND HAVE NOT RECEIVED A RESPONSE FROM THEM. I BELIEVE THE ISSUE IS VERY SERIOUS AND POTENTIALLY LIFE THREATENING. IT IS REGARDS TO A 2007 TOYOTA SIENNA THAT I OWN. \*TR AT LEAST FIVE TIMES IN THE LAST 3 MONTHS I HAVE EXPERIENCED A VERY SERIOUS EPISODE WITH MY SIENNA. WHILE MY FOOT IS DEPRESSING THE BRAKE PEDAL AND AFTER COMING TO A FULL STOP, THE ENGINE WOULD BEGIN TO ACCELERATE VERY

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RAPIDLY. I NEED TO PUSH DOWN VERY HARD ON THE BRAKE PEDAL IN ORDER NOT TO LURCH FORWARD. I HAVE BEEN FORTUNATE THAT I HAVE NOT HIT ANYTHING. WHAT SHOULD I DO, BECAUSE THE PROBLEM ONLY SEEMS TO OCCUR RANDOMLY ONCE IN A WHILE, A MECHANIC WOULD NOT SEE ANYTHING WRONG. THANK YOU JERRY GREENWALD \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10225586  
**Date of Incident:** 20080317  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** MANTUA, OH  
**NHTSA Summary:**  
 TL\*THE CONTACT OWNS A 2006 TOYOTA RAV4. ON MARCH 17, 2008, WHILE COASTING INTO A PARKING SPACE WITH HER FOOT ON THE BRAKE, THE ENGINE REVVED AND THE VEHICLE ACCELERATED AT A HIGH RATE OF SPEED AND CRASHED INTO ANOTHER VEHICLE. THERE WERE NO WARNING SIGNS PRIOR TO THE FAILURE. THE VEHICLE HAD UNDERGONE REGULARLY SCHEDULED MAINTENANCE BEFORE THE CRASH OCCURRED. THE WEATHER WAS DRY ON THE DAY OF THE CRASH. THE VEHICLE WAS RELEASED BACK TO THE CONTACT; HOWEVER, IT HAD TO BE TAKEN BACK TO THE SHOP DUE TO RIDING ROUGHLY WHEN PLACED INTO OVERDRIVE. THE DEALER STATED THAT THE TORQUE CONVERTER WAS LOCKING EVERYTIME THE TRANSMISSION WAS PLACED INTO OVERDRIVE. A POLICE REPORT WAS FILED. THERE WERE NO INJURIES AND THE CONTACT WAS NOT CITED. THE CURRENT MILEAGE IS 17,690 AND FAILURE MILEAGE WAS 17,687. UPDATED 5/13/08 \*CN THE DEALER DETERMINED THERE WAS A PROBLEM WITH THE OVERDRIVE. UPDATED

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10286345  
**Date of Incident:** 20080408  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** HAMDEN, CT  
**NHTSA Summary:**  
 TL\* THE CONTACT OWNS A 2007 TOYOTA RAV 4. WHILE ENTERING A PARKING SPACE THE VEHICLE ACCELERATED WITHOUT INTENTION. HE WAS ABLE TO TURN OFF THE ENGINE TO AVOID A CRASH. THE VEHICLE WAS TAKEN TO A DEALER FOR INSPECTION. SINCE THE TECHNICIAN COULD NOT DUPLICATE THE FAILURE, HE COULD NOT PROVIDE A REMEDY. THE FAILURE MILEAGE WAS 5,000. THE CURRENT MILEAGE WAS 25,800. THE VEHICLE IDENTIFICATION NUMBER WAS UNAVAILABLE.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10291161  
**Date of Incident:** 20080413  
**Vehicle:** 2000 TOYOTA CELICA  
**Location of Incident:** SNOHOMISH, WA  
**NHTSA Summary:**  
 THREE TIMES IN THE PAST 2 YEARS MY TOYOTA 2000 CELICA'S ACCELERATE STUCK WHEN I APPLIED THE BRAKES. I AM NOT SURE WHAT CAUSED THE PROBLEM. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:**  
**Date of Incident:** 20080419  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** FLINT, MI  
**NHTSA Summary:**  
 "On April 19, 2008, shortly after 2:00 in the afternoon, Plaintiff's Decedent GUADALUPE ALBERTO was driving the subject 2005 Toyota Camry on Copeman Boulevard in Flint, Genesee County, Michigan, when the vehicle experienced a sudden, unintended acceleration. The vehicle accelerated from an intended speed of less than twenty-five (25) miles per hour to a speed of approximately 80 miles per hour, despite Guadalupe Alberto's having vigorously and desperately applied her brakes, and traveled at that high speed for approximately one-fourth (1/4) of a mile, collided with a tree, went airborne, and then collided with another tree. Plaintiff's Decedent, despite having been properly secured in her seat belt restraint system, sustained fatal injuries in the accident."

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10285784  
**Date of Incident:** 20080422  
**Vehicle:** 2004 TOYOTA CELICA  
**Location of Incident:** VOLO, IL  
**NHTSA Summary:**  
 TL\*THE CONTACT OWNS A 2004 TOYOTA CELICA. WHILE DRIVING FLOOR-MAT INTERFERENCE CAUSED THE ACCELERATOR PEDAL TO STICK. THE MANUFACTURER WAS NOTIFIED, AND A REPRESENTATIVE ADVISED HER THAT THE DEALER COULD INSTALL A NEW CLIP TO SECURE THE FLOOR-MAT. NO REPAIRS WERE MADE. THE FAILURE MILEAGE WAS UNKNOWN. THE CURRENT MILEAGE WAS 90,000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10230543  
**Date of Incident:** 20080426  
**Vehicle:** 2006 TOYOTA SIENNA  
**Location of Incident:** HUDSON, FL  
**NHTSA Summary:**  
 I OWN A TOYOTA SIENNA 2006 MODEL. WHEN IN TRAFFIC THE CAR SOMETIMES HESITATES WHEN THE ACCELATOR IS PRESSED AND AT OTHER TIMES IT SURGES FORWARD DANGEROUSLY. THEREFORE CONTROLLING THE CAR IS UNPREDICTIBLE. THE EXACT RESPONSE IS ALSO NOTICABLE AT A TRAFFIC LIGHT OR A STOP SIGN. THE FAILURE HAPPENS OFTEN. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10228201  
**Date of Incident:** 20080503  
**Vehicle:** 2000 TOYOTA CELICA  
**Location of Incident:** STOUTON, MA  
**NHTSA Summary:**  
 ON MAY 3RD, 2008 I HAD AN INCIDENT WITH MY 2000 CELICA GTS. I WAS USING CRUISE CONTROL AT 65MPH. I TAPPED MY BRAKES TO DISENGAGE THE CRUISE CONTROL AS I EXITED ONE HIGHWAY ONTO ANOTHER. WHEN I CLICKED RESUME ON MY CRUISE

CONTROL MY CAR ACCELERATED PAST 65MPH AND CONTINUED CLIMBING. I TAPPED MY BRAKES BUT MY CAR CONTINUED TO ACCELERATE. I TURNED OFF THE CRUISE CONTROL BUT THE CAR CONTINUED TO ACCELERATE PAST 85MPH. I PUSHED MY CLUTCH PETAL IN AND THE ENGINE REVVED NEAR REDLINE. I RELEASED THE CLUTCH AND TURNED OFF THE ENGINE IN THE MIDDLE OF THE HIGHWAY. TOYOTA TOLD ME THAT THE THROTTLE CABLE HAD RUST AND STUCK OPEN WHEN THE CRUISE CONTROL REQUESTED ACCELERATION. IN TURN MY CLUTCH/TRANSMISSION WERE BLOWN. I BELIEVE THIS FAILURE MODE IS A SERIOUS SAFETY ISSUE. THE CAR CONTINUOUSLY ACCELERATING AND THE ONLY WAY TO REMEDY IS TO TURN THE CAR OFF AT HIGH SPEED ON A HIGHWAY.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10290968  
**Date of Incident:** 20080505  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** LOS ANGELES, CA  
**NHTSA Summary:**  
 TL\*THE CONTACT OWNS A 2003 TOYOTA CAMRY. WHEN THE CONTACT STARTED THE VEHICLE. SUDDENLY, AN UNINTENDED ACCELERATION OCCURRED WITHOUT APPLICATION TO THE BRAKE AND ACCELERATOR PEDALS. THE ENGINE RPM'S BEGAN TO INCREASE. THE CONTACT COULD NOT STOP THE VEHICLE WITH APPLYING PRESSURE TO THE BRAKE PEDAL. THE IDENTICAL FAILURE OCCURRED ON A SEPARATE OCCASION WHILE AT A COMPLETE STOP. THE VEHICLE WAS TAKEN TO AN INDEPENDENT MECHANIC. THE VEHICLE HAS NOT BEEN REPAIRED. THE CONTACT HAD CONCERNS OF THE SAFETY RISK INVOLVED. FAILURE MILEAGE WAS UNKNOWN. THE CURRENT MILEAGE WAS 81,000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10227047  
**Date of Incident:** 20080505  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** LOS ANGELES, CA  
**NHTSA Summary:**  
 WHEN I TOOK MY FOOT OFF THE GAS PEDAL THE CAR CONTINUED FORWARD AS THOUGH MY FOOT WAS STILL FEEDING GAS. AS A RESULT I HIT A PARKED CAR NEXT TO THE SLOT I WAS TRYING TO PULL INTO. NO DAMAGE TO THE CAR I HIT BUT \$2500 ESTIMATE FOR BODY REPAIR TO THE CAR I WAS DRIVING. I HAVE HAD INFREQUENT SIMILAR EXPERIENCES WITH THIS CAR, BUT ALWAYS IN THE PAST IT HAS BEEN MOMENTARY AND INCONSEQUENTIAL CAR WILL BE REPAIRED AND IS BEING TAKEN IN TO SERVICE FOR CORRECTION OF THE PROBLEM DESCRIBED ABOVE. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10291190  
**Date of Incident:** 20080505  
**Vehicle:** 2005 LEXUS GS430  
**Location of Incident:** TAIWAN, 00  
**NHTSA Summary:**  
 2005 LEXUS GS430, 2008-05-05, IN THE HIGHWAY, THE ENGINE COMPUTER MALFUNCTION, I STEPPED ON BRAKES, BUT THE ACCELERATOR 100% CANNOT SWITCH OFF, HAS THE

DRIVING RECORD MATERIAL TO CONFIRM THAT (LEXUS PROVIDES FREEZE MATERIAL), HAS THE ANOTHER GS430 SAME ACCELERATOR IN THE SAME YEAR OUT OF CONTROL, THE DRIVING DEATH, TAIWAN DOES NOT HAVE THE UNIT TO BE WILLING TO CONFIRM THAT IS THE VEHICLES SLIGHT DEFECT, BECAUSE TOYOTA IN TAIWAN IS THE RICH COMPANY, DETAILED MATERIAL ON MINE HOMEPAGE: HTTP://LEXUS430.TW. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10227666  
**Date of Incident:** 20080507  
**Vehicle:** 2008 LEXUS RX350  
**Location of Incident:** HOUSTON, TX

**NHTSA Summary:**  
AS I PUT THE VEHICLE IN REVERSE, IT RAPIDLY AND SUDDENLY ACCELERATED OUT OF CONTROL AND HIT A LIGHT POST. TRYING TO REGAIN CONTROL, I PUT ON THE BRAKE AND SHIFTED TO DRIVE, WHERE IT SUDDENLY AND VERY RAPIDLY SPED FORWARD AND HIT A FENCE BEFORE I COULD STOP THE VEHICLE. WHEN THIS OCCURRED, THE COUPLE I WAS DINING WITH HEARD THE CAR BACKFIRE TWICE WHICH CAUGHT THEIR ATTENTION. I COULD NOT HEAR THE BACKFIRE INSIDE OF THE VEHICLE. THE ACCELERATION WAS EXTREMELY RAPID AND DANGEROUS. THE VEHICLE DID THIS ON ITS OWN. THIS IS NOT A CASE OF WHERE I ACCIDENTALLY HIT THE GAS PEDAL INSTEAD OF THE BRAKE. IN THIS PARTICULAR SITUATION, NO ONE WAS HURT, AND THE VEHICLE ONLY HAS MINOR SCRATCHES. HOWEVER, AS YOU MIGHT SURMISE, THIS COULD HAVE BEEN A POTENTIALLY DANGEROUS AND DEADLY SITUATION HAD SOMEONE BEEN IN THE PATH OF THE CAR. VEHICLE WAS BROUGHT TO WESTSIDE LEXUS TO CHECK ON 5.13.2008. THEY WERE UNABLE TO IDENTIFY THE PROBLEM AND SAID THE VEHICLE WAS SAFE TO DRIVE. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10232871  
**Date of Incident:** 20080521  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** TALLAHASSEE, FL

**NHTSA Summary:**  
2003 LEXUS ES300 WITH UNEXPECTED ACCELERATION. CONSUMER STATES THAT THE VEHICLE WAS IN PARK AND ALL OF A SUDDEN JOLTED FORWARD. SHE STATES NO MATTER HOW HARD THE BRAKE WAS DEPRESSED IT KEPT ACCELERATING UNTIL IT HIT A BRICK COLUMN. \*KB \*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10232025  
**Date of Incident:** 20080521  
**Vehicle:** 2006 TOYOTA SIENNA  
**Location of Incident:** PASADENA, MD

**NHTSA Summary:**  
WE HAVE A TOYOTA 2006 THAT WILL INCREASE SURGES IN ENGINE SPEED WHEN STOOPED WHICH HAS ALL MOST CAUSED THREE ACCIDENTS ONE GOING INTO A BUILDING, ALSO THE VEHICLE HESITATES WHEN THE ACCELERATOR IS PRESSED ON START. WHEN SITTING IN TRAFFIC YOU HAVE TO HOLD YOUR FOOT ON THE BRAKE BECAUSE YOU WILL GET AN ENGINE SURGE WHICH RUNS THE RPM'S UP TO 5,000 THEN IT DROPS

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17-08-CIRCUIT/AMPER RECORDED ALL PARTS ARE ORIGINAL TOYOTA. THE PARKING LOT P099027 IS NARROW U-TURN WAS PARKING AT THE ENTRANCE. HALFWAY IN THE PARKING SPACE=2' BEFORE THE PARKING CONCRETE GUARD-HEARD A POP SOUND,CAR FLEW OVER THE PARKING GUARD&SIDEWALK CURB INTO THE BRICK WALL OF PO,RICOCHETED&STOPPED 1'AWAY. HEAVY WHITE SMOKE CAME OUT FROM THE HOOD AT THE WINDSHIELD, DEPLOYED AIRBAGS W/TERRIBLE HEAT,WINDSHIELD CRACKED AT THE AIRBAGS HEAT/TOUCH POINTS-A BURN SKIN ON MY LEFT ARM THROUGH 2THICK CLOTHING,ENGINE WAS RUNNING! PULL OUT KEY,GOT OUT FROM CAR B/C EXPECTED EXPOSITION/FIRE,INSTANTLY 2POSTAL EMPL.CAME OUT TO HELP,CHECKED PO BRICK WALL,ASKED MY NAME-HANDLED THEM MY PARCEL W/PREPAID POSTAGE-NAME/ADDRESS KILLING ATTEMPT WAS TOTAL 5-6'-NOT ENOUGH FOR THE FATAL FORCE,MY FOOT WAS PRESSING PARKING PEDAL,ALREADY W/UNBUCKLED SEATBELT-MY RIGHT KNEE HAS ONLY A BUMP-NOT FRACTURED. 20'LATER MY CAR HALF SITTING ON THE SIDEWALK-SMOKE IS GONE, SML LEAK UNDER HOOD/RADIATOR? STARTED CAR,W/ITHNESS SLOWLY REVERSED IT FRM SIDEWALK GUARD-CAR WAS CONTROLLED FINE DESPITE OF DEPLOYED AIRBAGS-PUSHED WIPERS/WASHER, DROVE BACK HOME/UNDERGROUND GARAGE-1 MILE W/2-3 STOPS. RECALLED THAT A WEEK AGO HAD SA W/OUT PRESSING PEDAL,HAPPENED ON SUNSET BLVD,GOT SURPRISED W/HIGH SPEED SO SLOW DOWN. BOTH TIMES THE DISTANCE BEFORE SA WAS 1MILE FRM THE START,TIME-5MIN.THIS IS ENGINE CONTROL MALFUNCTION.05-24-08 AT 4 PM WENT TO HOLLYWOOD TOYOTA-ASKED FOR SERVICE PERSON IN CHARGE-REFERRED TO PATRICK.EARLIER RCVD TOYOTA GEL NOTICE W/MY VN,WAS TOLD BY PATRICK TO HAVE THE BODY FIXED FIRST.AFTER THE BODYJOB BRING MY CAR FOR THE ENGINE CHECK \$99/HOURLY PLS HELP TO FULLY INVESTIGATE THIS ACCIDENT-LIVE IN LA W/HEAVY TRAFFIC.THANKS GOD DID NOT KILL ANYBODY.THANK YOU FOR YOUR COOPERATION. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10287377  
**Date of Incident:** 20080524  
**Vehicle:** 2007 TOYOTA 4RUNNER  
**Location of Incident:** ALPHARETTA, GA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA 4RUNNER. WHILE DRIVING 40 MPH THE ACCELERATOR PEDAL WAS STUCK TO THE FLOOR WHICH CAUSED THE VEHICLE TO ACCELERATE OVER 120 MPH DURING RUSH HOUR. THE DEALER HAS MADE FOUR ATTEMPTS TO REPAIR THE VEHICLE. THE FIRST THREE ATTEMPTS THE VEHICLE WAS REPAIRED PER THE WARRANTY. THE FOURTH REPAIR IS NOT ELIGIBLE UNDER THE WARRANTY. THE DEALER HAS ATTEMPTED TO DIAGNOSE THE FAILURE FOR ONE WEEK. THE CONTACT HAS TAKEN THE FLOOR MATS OUT OF THE VEHICLE AND THE FAILURE HAS CONTINUED TO OCCUR. THE FAILURE MILEAGE WAS 20,000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 20080530  
**Date of Incident:** 20080530  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** MINNEAPOLIS, MN

**NHTSA Summary:**

**Additional Summary:**

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OFF. IT IS VERY DANGEROUSLY BECAUSE YOU DON'T KNOW WHEN IT WILL HAPPEN AND CONTROLLING THE VAN IS VERY UNPREDICTABLE.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10293617  
**Date of Incident:** 20080522  
**Vehicle:** 2006 TOYOTA SCION XB  
**Location of Incident:** SALEM, OR

**NHTSA Summary:**  
I OWN A 2006 SCION XB AND APPROXIMATELY 1 YEAR AGO HAD THE ACCELERATED STICK TO THE FLOOR MAT AFTER ACCELERATING TO PASS ANOTHER VEHICLE. UPON PASSING I TOOK MY FOOT OFF THE ACCELERATOR AND THE CAR CONTINUED TO GAIN SPEED. THE GAS PEDAL GOT STUCK IN THE WINTER FLOOR MAT I HAD. IT REQUIRED ME TO USE MY FOOT AND PULL UP ON THE GAS PEDAL TO RELEASE IT. SINCE THEN I HAVE ALWAYS BEEN CAUTIOUS OF THIS AND HAVE NOT HAD ANOTHER PROBLEM. HOWEVER, AFTER READING ABOUT THE ISSUES WITH TOYOTA AND LEXUS I AM CONCERNED THAT THIS IS ALSO A PROBLEM WITH SCION VEHICLES. FELT I SHOULD REPORT THIS TO SOMEONE. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10228799  
**Date of Incident:** 20080523  
**Vehicle:** 2007 TOYOTA 4RUNNER  
**Location of Incident:** NASHVILLE, TN

**NHTSA Summary:**  
I WAS WAITING IN LINE OF TRAFFIC TO PICK UP MY DAUGHTER AT SCHOOL. CAR WAS IN DRIVE, MY FOOT WAS FIRMLY ON THE BRAKE PEDAL, WHEN THE ENGINE SUDDENLY RACED AND THE CAR LURCHED FORWARD ABOUT 10 FEET. I STOMPED HARDER ON THE BRAKES AND THE CAR DID STOP, BUT AT NO TIME HAD MY FOOT EVER LEFT THE BRAKE PEDAL, AND WAS NOT EVEN REMOTELY TOUCHING THE GAS. AT FIRST I THOUGHT THE CAR HAD BEEN HIT FROM BEHIND, BUT WHEN THE INCIDENT WAS OVER, I REALIZED THAT WAS NOT THE CASE. MY WIFE OBSERVED THE INCIDENT FROM THE PASSENGER SEAT AND CONCURS THAT MY FOOT WAS ON THE BRAKE THE WHOLE TIME. SHE LATER CHECKED TO MAKE SURE THAT THE MAT HAD NOT SHIFTED TO PRESS ON THE GAS, BUT CONFIRMED THAT NOTHING WAS IN CONTACT, OR EVEN NEAR THE GAS PEDAL. MY WIFE TOOK THE CAR TO THE DEALER THE SAME DAY TO CHECK THE COMPUTER CODES, BUT NOTHING WAS RECORDED IN THE HISTORY. DEALER WAS UNABLE TO OBSERVE THE PHENOMENON. THE CHECK ENGINE LIGHT DID NOT COME ON. I PURCHASED THE CAR NEW IN OCTOBER 2007. MILEAGE AT THE TIME OF THE INCIDENT WAS 19,912. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10228916  
**Date of Incident:** 20080523  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** LOS ANGELES, CA

**NHTSA Summary:**  
05-23-2008 AT 5:35PM MY CAR WAS SEVERE DAMAGED B/C OF SA AT NEAR COMPLETED STOP IN THE PARKING SPACE-PARKING LOT OF PO 90027 DURING DAYLIGHT&NORMAL WEATHER COND.I AM AN ORIGINAL OWNER-24,000MILES. AAA REPLACED BATTERY 04-

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I had a motor vehicle accident on May 30, 2008 in the city of Minneapolis when my 2006 Toyota Camry suddenly surged and took off on me when I was barely pressing the gas pedal in a driveway. I had no time to react and went airborne off a retaining wall lan

**Toyota ID No:**  
**NHTSA ODI No:** 10230304  
**Date of Incident:** 20080605  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** PITTSBURG, PA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2003 TOYOTA CAMRY. WHILE BACKING INTO A PARKING SPACE, THE VEHICLE SUDDENLY ACCELERATED AND CAUSED THE CONTACT TO CRASH INTO ANOTHER VEHICLE. HE ATTEMPTED TO APPLY THE BRAKES, BUT THE VEHICLE WOULD NOT STOP. A POLICE REPORT WAS FILED. THE VEHICLE WAS TOWED FROM THE SCENE TO A LOCAL REPAIR SHOP AND IS ONLY BEING REPAIRED FOR BODY DAMAGE. THE FAILURE HAS OCCURRED APPROXIMATELY TEN TIMES. THE SPEED WAS UNKNOWN. THE FAILURE AND CURRENT MILEAGES WERE 20,000. UPDATED 07/16/08.\*LJ

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10231642  
**Date of Incident:** 20080617  
**Vehicle:** 2005 SCION XB  
**Location of Incident:** SUMMERVILLE, SC

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2005 TOYOTA SCION XB. WHILE DRIVING 25 MPH, THE CONTACT ATTEMPTED TO ACCELERATE AND THE ACCELERATOR PEDAL STUCK TO THE FLOOR. AS A RESULT, THE CONTACT REAR ENDED ANOTHER VEHICLE. AFTER THE CRASH, THE PEDAL WAS STILL STUCK TO THE FLOOR, EVEN WHEN THE VEHICLE WAS TURNED OFF. THERE WERE NO INJURIES. THE VEHICLE IS CURRENTLY BEING DIAGNOSED BY THE DEALER. THE CURRENT AND FAILURE MILEAGES WERE 89,700.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10232382  
**Date of Incident:** 20080620  
**Vehicle:** 2006 LEXUS GS300  
**Location of Incident:** CHESTER TOWN, NY

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2006 LEXUS GS300. WHILE BACKING UP OUT OF A PARKING SPACE, THE CONTACT SHIFTED INTO DRIVE. HE DEPRESSED THE ACCELERATOR PEDAL AND IT EXTENDED TO THE FLOOR AND BECAME STUCK. HE THEN DEPRESSED THE BRAKE PEDAL; HOWEVER, THE VEHICLE CONTINUED TO MOVE BECAUSE THE ACCELERATOR PEDAL WAS STUCK. THE CONTACT CRASHED THROUGH THE FRONT GLASS WINDOW OF A STORE. THE CONTACT AND POSSIBLY ONE OCCUPANT IN THE STORE WERE INJURED. A POLICE REPORT WAS FILED. THE VEHICLE WAS TOWED TO VIELE'S AUTOMOTIVE SHOP UNTIL IT CAN BE TOWED TO THE REPAIR SHOP. THE VEHICLE HAS NOT BEEN REPAIRED. THE VIN AND SPEED WERE UNKNOWN. THE FAILURE AND CURRENT MILEAGES WERE 30,000.

**Additional Summary:**

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**Toyota ID No:**  
**NHTSA ODI No:**  
**Date of Incident:** 20080700  
**Vehicle:** 2001 TOYOTA CAMRY  
**Location of Incident:** MOOSIC, PA  
**NHTSA Summary:**

**Additional Summary:** I am an owner of a 2001 Toyota Camry LE. I too am a victim of the accelerator sticking in my vehicle. I am writing to tell you of my story:  
I bought my car used in 2004. I never had a problem with the car. It ran great from the day I drove it home and I loved it.  
Then one day in July 2008 it happened. I am the mom of 2 beautiful children, my daughter is now 9 1/2 and my son is 6. I was taking my daughter and her friend to Basketball Camp. I had my 2 children and my friend's daughter in the back seat of my car. We pulled into the parking lot of the Taylor Community Center and it happened. As I pulled into the parking spot, my accelerator stuck and the car surged forward and hit a light pole, so hard. There was a woman who witnessed my accident and I was so thankful that someone had actually seen what had just happened. I thought to myself, they are not going to believe me when I tell them what just happened. My entire body was trembling. I was never so scared in my life. It was like I had no control over what the car was doing. I worried about the children because we hit that pole with such force, I was really afraid someone would be hurt. But luckily no one was injured. The witness told police that she saw my brake lights come on and the entire front of the car lifted off the pavement and struck the pole. The pole was hit so hard that it swung back & forth causing the light to come smashing down on the roof of my car, crushing it and leaving puncture holes in the metal. I had my car taken to Toyota Scion after the police report was taken and we knew no one had been injured. They insisted to me that they could NOT duplicate the problem. I actually argued with them and refused to take my vehicle back until they did duplicate the problem. My car was left there for several days. The problem was NEVER found. I drive with my children in the car everyday. What if next time I wasn't so lucky. That family that went over the embankment is a nightmare to me. Everyday driving my car, afraid of will it happen again. I filed a complaint with the state and my husband contacted the number for Toyota and nothing was ever done. Now, all these other incidents are happening and my car is STILL not being recalled. The woman who witnessed my accident told me I was crazy if I didn't file something. She told me to put her name down, she would tell them exactly what happened. Nothing was ever done and here I am, still driving my car, hoping that I never have to go through that terrible experience again.  
My accident was most definitely NOT caused by any mats. There was nothing around my gas pedal. The police officer who took my report asked me if there was anything on the floor that could have caused the accelerator to stick and I assured him that there was not but he could examine the car. He checked my car and nothing was found.  
Well, thank you for reading this. I just wanted to tell my story. It is something I will NEVER forget and most definitely one of the scariest experiences I have had in my life. I cannot even imagine if it happened on a highway.

**Toyota ID No:**  
**NHTSA ODI No:** 10294281  
**Date of Incident:** 20080701  
**Vehicle:** 2006 TOYOTA SCION XB  
**Location of Incident:** SEATTLE, WA  
**NHTSA Summary:**

**Additional Summary:** WE WERE DRIVING DOWN A SEATTLE BOULEVARD AT ABOUT 40 MILES AN HOUR ON THE WAY TO THE AIRPORT WHEN I PUT MY FOOT ON THE BRAKE PEDAL TO STOP FOR A RED LIGHT. INSTEAD OF SLOWING, THE ENGINE SPED UP. I MANAGED TO GET THE CAR TO STOP BY STOMPING ON THE BRAKE, BUT AT FULL STOP THE ENGINE STARTED REVVING TOWARD 5000 RPM, THE CAR WAS STRAINING FORWARD, AND THE ONLY WAY TO SOLVE THE PROBLEM WAS TO TURN OFF THE IGNITION. ON RESTARTING THE CAR, THE PROBLEM WENT AWAY. I CALLED THE DEALER, WHOSE SERVICE FOLKS SAID THERE WERE NO SERVICE NOTICES ABOUT THE ISSUE. THE NEXT TIME I TOOK THE CAR IN,

**Toyota ID No:**  
**NHTSA ODI No:** 10236769  
**Date of Incident:** 20080801  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** SMYRNA, GA  
**NHTSA Summary:**

**Additional Summary:** THE CAR DOESN'T GO WHEN YOU HIT THE GAS. ALSO WHEN AT LOW SPEEDS IT WILL JUMP LIKE ITS ACCELERATING WITHOUT ME HITTING THE GAS. LEXUS ADMITS THE ISSUE EXISTS AND SAY NOTHING IS WRONG. THEY SAY IT IS A SIDE EFFECT OF THE DRIVE BY WIRE TRANSMISSION. THIS HAS AND WILL CAUSE MORE ACCIDENTS. \*TR

**Toyota ID No:**  
**NHTSA ODI No:** 10290799  
**Date of Incident:** 20080802  
**Vehicle:** 2005 TOYOTA 4RUNNER  
**Location of Incident:** OXNARD, CA  
**NHTSA Summary:**

**Additional Summary:** TL\* THE CONTACT OWNS A 2005 TOYOTA 4RUNNER. WHILE DRIVING WITH THE CRUISE CONTROL SWITCH ACTIVATED AT 65 MPH SHE APPLIED PRESSURE TO THE BRAKE PEDAL TO DEACTIVATE THE CRUISE CONTROL. THE CRUISE CONTROL WOULD NOT DEACTIVATE. AS A CONSEQUENCE THE VEHICLE CONTINUED TO ACCELERATE PAST THE INTENDED SPEED. UPON FURTHER INSPECTION SHE NOTICED THAT THE ACCELERATOR PEDAL WAS STICKING. SHE NOTICED THAT THERE WAS NOT A FLOOR-MAT INTERFERENCE. THE VEHICLE WAS TAKEN TO THE DEALER, BUT THE TECHNICIANS DID NOT PROVIDE HER WITH ANY ASSISTANCE. NO REPAIRS HAVE BEEN MADE. THE FAILURE MILEAGE WAS 48675.

**Toyota ID No:**  
**NHTSA ODI No:** 10237993  
**Date of Incident:** 20080806  
**Vehicle:** 2005 LEXUS ES330  
**Location of Incident:** ARLETA, CA  
**NHTSA Summary:**

**Additional Summary:** ON AUGUST 6, 2008, I WAS DRIVING HOME, WHEN I WAS MAYBE A FEW MINUTES FROM MY HOUSE, COMING TO A COMPLETE STOP, WHEN ATTEMPTING TO MAKE A RIGHT TURN, THE CAR ACCELERATED ON ITS OWN TO ALMOST 100MPH, WHERE THE STEERING WHEEL LOCKED AND THE BRAKING SYSTEM STOPPED, THE RESULT WAS THAT THE VEHICLE CROSSED OVER FOUR LANES JUMPED A CURB AND I ENDED UP CRASHING INTO A NEARBY HOUSE. I SPENT DAYS IN THE HOSPITAL, AND NOW I HAVE A FRACTURED KNEE, BROKEN THUMB, AND MAY CUTS AND BRUISES. THIS WAS THE MOST FRIGHTENING EXPERIENCE OF MY LIFE, AND AFTER DOING SOME RESEARCH, I AM NOT THE ONLY ONE, SOMETHING MUST BE DONE ABOUT THIS, PEOPLE'S LIVES ARE AT RISK!!!! \*TR

**Toyota ID No:**  
**NHTSA ODI No:** 10294035  
**Date of Incident:** 20080808  
**Vehicle:** 2003 TOYOTA HIGHLANDER  
**Location of Incident:** KEARSARGE, NH  
**NHTSA Summary:**

THERE WERE NO ERROR CODES IN THE ELECTRONICS. THERE HASN'T BEEN A RECURRENCE. BUT THE INCIDENT WAS MORE THAN UNSETTLING; IT WAS DOWNRIGHT SCARY. \*TR

**Toyota ID No:**  
**NHTSA ODI No:** 10235290  
**Date of Incident:** 20080703  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** BEACH HAVEN, NJ  
**NHTSA Summary:**

**Additional Summary:** TL\* THE CONTACT OWNS A 2005 TOYOTA CAMRY. WHILE COASTING AROUND A CORNER AT 5 MPH, THE VEHICLE SUDDENLY BEGAN ACCELERATING ON ITS OWN. THE CONTACT APPLIED THE BRAKES, BUT THE VEHICLE DID NOT RESPOND. THE VEHICLE REAR ENDED THE PRECEDING VEHICLE. THERE WERE NO INJURIES. FIVE DAYS PRIOR TO THE FAILURE, WHILE DRIVING 25 MPH, THE CRUISE CONTROL ENGAGED BY ITSELF. THE VEHICLE HAS NOT BEEN DIAGNOSED BY THE DEALER. THE CURRENT AND FAILURE MILEAGES WERE 30,100.

**Toyota ID No:**  
**NHTSA ODI No:** 10235855  
**Date of Incident:** 20080720  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** ROCKAWAY, NJ  
**NHTSA Summary:**

**Additional Summary:** WIFE TURNED INTO OUR DRIVEWAY WHICH SLOPES DOWN (10 - 20 DEGREES) AS SHE HAS BEEN DOING FOR THE LAST 20+ YEARS WITH HER FOOT ON THE BRAKE. THE PAVEMENT WAS DRY. THE BRAKES FAILED TO STOPPED THE CAR. SHE VEERED LEFT TO AVOID GOING OVER A 20 FOOT EMBANKMENT AT THE END OF OUR DRIVEWAY AND CRASHED INTO A STONE WALL. BASED ON THE ANGLE OF IMPACT THE CAR ROLLED OVER ONTO ITS ROOF. AIR BAGS DID NOT INFLATE. MY WIFE REMAINED SUSPENDED BY THE SEAT BELT UPSIDE DOWN UNTIL EMERGENCY FORCES ARRIVED. SHE SUSTAINED MULTIPLE BRUISES AND CHEST PAINS ATTRIBUTED TO THE SEAT BELT. IF SHE HAD GONE OVER THE EMBANKMENT ONLY GOD KNOWS WHAT THE EXTENT OF HER INJURIES WOULD HAVE BEEN. NEW TIRES HAD BEEN INSTALLED ON THE CAR (FRONT WHEELS) DURING JUNE 2008 AT WHICH TIME THE FRONT BRAKES WERE ALSO CHECKED FOR WEAR BY AN AUTO MECHANIC. THE CAR WAS "TOTALED" AS A RESULT OF THE ACCIDENT. SUBSEQUENTLY I CHECKED THE BRAKE FLUID IN THE CAR (AFTER THE ACCIDENT); THE BRAKE CYLINDER WAS FULL. FURTHER, THE TOYOTA CAMRY IS EQUIPPED WITH BRAKE WEAR INDICATORS. NO INDICATION (SOUND) OF EXCESS WEAR WAS GIVEN PRIOR TO THE ACCIDENT. MY WIFE IS ADAMANT SHE HAD HER FOOT ON THE BRAKE PEDAL. I SURMISE TWO THINGS COULD HAVE HAPPENED: 1. THE BRAKES FAILED COMPLETELY AND GRAVITY ACCELERATION DOWN THE DRIVEWAY CONTRIBUTED TO THE CAR'S SPEED AND SUBSEQUENT IMPACT; OR 2. THE CAR SURGED DUE TO A FAILURE OF THE ELECTRONIC THROTTLE CONTROL (ETC) IN WHICH APPLICATION OF THE BRAKES WAS INADEQUATE TO STOPPED THE CAR. BASED ON PRIOR NHTSA COMPLAINTS/ACTIONS (REF NHTSA ACTION NUMBERS PE04021; DP05002; AND DP06003) AND THE SIMILARITY OF CIRCUMSTANCES, I BELIEVE THE ETC FAILED. I RECOMMEND THE NHTSA AND TOYOTA TAKE ACTION TO REMEDY THIS UNSAFE SITUATION. \*TR

TL\* THE CONTACT OWNS A 2003 TOYOTA HIGHLANDER. WHILE DRIVING 45 MPH THE ACCELERATOR PEDAL BECAME STUCK. HE DOWN-SHIFTED, THEN SHIFTED THE VEHICLE INTO NEUTRAL, AND THEN APPLIED THE BRAKES. HE WAS ABLE TO STOP THE VEHICLE. DURING THE FAILURE, THE FLOOR MAT WAS NOT UNDER THE PEDAL. THE VEHICLE WAS TAKEN TO THE DEALER FOR INSPECTION. THE TECHNICIAN STATED THAT THE THROTTLE WAS OPEN, WHICH COULD AFFECT THE SPEED. HOWEVER THE DEALER COULD NOT DUPLICATE THE PROBLEM OR LOCATE ANY DIAGNOSTIC ERROR CODES. THE FAILURE MILEAGE WAS 82,467.

**Toyota ID No:**  
**NHTSA ODI No:** 10239089  
**Date of Incident:** 20080815  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** SAINT JOHNS, FL  
**NHTSA Summary:**

**Additional Summary:** MY WIFE WAS PULLING INTO OUR DAUGHTERS DAYCARE TO DROP HER OFF AS SHE DOES EVERY MORNING AND WHILE PULLING INTO THE PARKING SPOT AND WHEN APPLYING THE BRAKE THE VEHICLE SURGED FORWARD AT A HIGH THROTTLE SPEED JUMPED THE CURB AND WENT CRASHING INTO THE BUILDING. EVEN PUMPING THE BRAKES DIDN'T STOP THE CAR. THE ONLY WAY TO GET THE VEHICLE TO STOP GOING FORWARD WAS TO JAM THE GEAR SELECTOR INTO REVERSE AND THEN THE VEHICLE WENT BACKWARDS AT A HIGH RATE OF SPEED (BRAKES STILL DIDN'T WORK) AND THEN HAD TO JAM THE GEAR SELECTOR TO PARK TO STOP THE VEHICLE. UPDATE AS OF TODAY. OUR VEHICLE IS CURRENTLY AT A TOYOTA DEALERSHIP AND SERVICE CENTER AND THE SERVICE MANAGER SAID THERE IS NO PROBLEM WITH THE BRAKES, AND WE ARE SCARED OF THE THROUGH OF DRIVING THIS VEHICLE AGAIN. IT SEEMS TO BE A ELECTRONIC ISSUE AND CONNECTED TO THE SPEED CONTROL. I HAVE FOUND A MESSAGE BOARD ON THE INTERNET WHERE 97 OTHER SIMILAR INCIDENTS HAVE BEEN REPORTED, AND TOYOTA DOES A RECALL ON THE FLOOR MATS? HMM I SMELL A COVER-UP AND A POSSIBLE CLASS ACTION LAWSUIT. \*TR

**Toyota ID No:**  
**NHTSA ODI No:** 10282325  
**Date of Incident:** 20080815  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** SAN DIEGO, CA  
**NHTSA Summary:**

**Additional Summary:** I BACKED OUT OF MY DRIVEWAY, AND WHILE STEPPING ON THE BRAKE, PREPARING TO SHIFT TO DRIVE, THE VEHICLE SUDDENLY ACCELERATED AND THE CAR BACKED AT HIGH SPEED INTO MY NEIGHBOR'S DRIVEWAY, AND WOULD ONLY STOP AFTER CRASHING INTO A BRICK WALL. THE CAR WAS TOWED TO A BODY REPAIR COMPANY, AND WAS REPAIRED AT GREAT COST. TOYOTA INSPECTED IT AND FOUND NO DEFECT. SINCE THEN THE CAR HAS STARTED ACCELERATING SEVERAL TIMES, WHEN MY FOOT WAS NOT ON THE GAS PEDAL, BUT I WAS ABLE TO SLOW IT DOWN. \*TR

**Toyota ID No:**  
**NHTSA ODI No:** 10239944  
**Date of Incident:** 20080822  
**Vehicle:** 2007 TOYOTA COROLLA  
**NHTSA Summary:**

**Location of Incident:** KIRKLAND, WA

**NHTSA Summary:**

I WAS DRIVING COMING FROM MY SISTER IN LAWS HOUSE AT GRANDVIEW, WASHINGTON LEAVING AROUND 7:40 AM HEADING HOME TO SEATTLE GOING WEST TO INTERSTATE-82 ON FRIDAY, AUGUST 22, 2008 WITH MY THREE KIDS. I WAS USING MY CRUISE CONTROL AND STAYED ON THE LEFT LANE FOR ABOUT 20 TO 30 MINUTES. WE JUST LEFT YAKIMA CITY AND HEADED TO THE FRED REDMON MEMORIAL BRIDGE AT AROUND 8:30 AM GOING UP HILL, IN WHICH I SAW TWO TRACTOR-TRAILER FAR IN ADVANCE AND BOTH WERE DRIVING ON THE RIGHT LANE. THE LEFT LANE WAS OPEN AS I DROVE IN TO THE BRIDGE BUT THEN THE OTHER TRACTOR-TRAILER MADE A CHANGE TO GO TO THE LEFT LANE. I WAS PROBABLY 50 FEET AWAY WHEN THE OTHER TRACTOR-TRAILER MADE THE CHANGE TO THE LEFT LANE. I WAS CRUISING ABOUT 50 TO 60 MPH IN WHICH I HAVE TO PUT MY RIGHT FOOT ON THE BRAKE PEDAL. AT FIRST, I THOUGHT I STEP ON MY GAS PEDAL BECAUSE THE CAR DID NOT SLOWDOWN A BIT. I PRESSED THE BUTTON TO TURN OFF THE CRUISE CONTROL AND HIT THE FOOT BRAKE AGAIN AND AGAIN. I THEN REALIZED THAT MY BRAKES DID NOT WORK. AS I WAS GETTING TOO CLOSED TO THE LEFT LANE TRUCK, I PANICKED AND MADE A CHANGE TO GO TO RIGHT AND REAR-ENDED THE VOLVO TRACTOR-TRAILER. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10240599  
**Date of Incident:** 20080826  
**Vehicle:** 2006 LEXUS ES330  
**Location of Incident:** CHICAGO, IL

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2006 LEXUS ES330. WHILE MERGING INTO THE RIGHT LANE AT APPROXIMATELY 25 MPH, THE VEHICLE SUDDENLY ACCELERATED. THE CONTACT WAS UNABLE TO BRAKE AND STRUCK A PEDESTRIAN. THE PEDESTRIAN DIED DUE TO INJURIES. THE CONTACT ALSO REAR ENDED TWO OTHER VEHICLES AND DROVE THROUGH A FENCE. THE VEHICLE CAME TO A STOP WHEN IT CRASHED INTO A GUARD RAIL. THE MANUFACTURER STATED THAT THE CAUSE OF THE FAILURE COULD HAVE BEEN THE FLOORMAT. THE INSURANCE COMPANY CLAIMED THAT THE VEHICLE WAS DESTROYED. THE CONTACT RECEIVED INJURIES TO HER BACK, NECK, AND LEG. TWO OTHERS WERE ALSO INJURED. STATE POLICE REPORT NUMBER 5271887 WAS FILED. THE FAILURE AND CURRENT MILEAGES WERE 26,286. "When I started applying my brake, it got faster. It was like possessed...runaway. All I could see is red lights," said Willette

Green. Green recalls that horrifying day on August 28, 2008 when she says she thought she was going to die. She says her 2006 Lexus ES 330 wouldn't stop as she was exiting the ramp on 22nd Street in Chicago. "I plowed through 22nd Street and there were pedestrians...there was a newspaper guy there. I plowed through there and went through fences. I ended up on the guardrail and I just knew it was over with for me," said Green. Green survived with minor injuries but a pan handler was killed. Green was ticketed for hitting a pedestrian and cited for driving too fast and failure to reduce speed to avoid an accident. Green says her insurance company Allstate and Toyota inspected the car and found nothing wrong. But a letter from Toyota dated September 18, 2008 stated it is possible that the floor mat was not properly secured and could have interfered with the brake and throttle operation. Green says she knew it was something else and filed reports with the National Highway Traffic Safety Administration."

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10241371  
**Date of Incident:** 20080904  
**Vehicle:** 2004 TOYOTA CAMRY

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COMPUTER FAULT OR OTHER CAUSE. THE CAR WAS RETURNED WITHOUT REPAIR. I AM NOT SATISFIED THAT A STUCK THROTTLE IS NOT A REPAIRABLE OR ABNORMAL CONDITION. IT SEEMS TO ME BE HIGHLY DANGEROUS AND MERITS MORE THAN A "WELL, ITS WORKING NOW SO COME BACK WHEN IF IT HAPPENS AGAIN." SORT OF RESPONSE. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10290923  
**Date of Incident:** 20081001  
**Vehicle:** 2008 TOYOTA YARIS  
**Location of Incident:** NIAGARA FALLS, NY

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2008 TOYOTA YARIS. AFTER SHIFTING INTO NEUTRAL GEAR AND EXITING THE CAR WASH, THE VEHICLE ACCELERATED WITHOUT WARNING. AS A CONSEQUENCE HE CRASHED INTO A FENCE. THE FRONT END OF THE VEHICLE AND THE WINDSHIELD WERE DAMAGED. THERE WERE NO INJURIES. HIS LICENSE WAS SUSPENDED, AND HIS INSURANCE INCREASE TWICE THE AMOUNT BECAUSE OF THE CRASH. THE VEHICLE WAS REPAIRED. REPORT NUMBER GTFB923884017161 WAS FILED WITH THE MANUFACTURER. AN AUTHORIZED INVESTIGATOR INSPECTED THE FAILURE AND CONCLUDED THAT NOTHING WAS WRONG WITH THE VEHICLE. THE FAILURE MILEAGE WAS 3,500 AND THE CURRENT MILEAGE WAS 6,000. THE VEHICLE IDENTIFICATION NUMBER WAS UNAVAILABLE. UPDATED 11/23/09. \*LJ

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10245542  
**Date of Incident:** 20081012  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** GURNEE, IL

**NHTSA Summary:**

WAS GOING THROUGH A DRIVE THROUGH CARWASH, AUTO IN NEUTRAL. REACHED THE END, PUT FOOT ON BRAKE, PUT AUTO INTO DRIVE. THE VEHICLE ACCELERATED ON ITS OWN, GOING STRAIGHT OUT OF THE END OF THE CARWASH. HAD THE BRAKES ON BUT THEY DIDN'T STOP THE VEHICLE. TURNED THE CAR TO MISS A TELEPHONE POLE AND WENT OUT INTO 4-LANE HWY., CRASHING INTO ANOTHER VEHICLE, STOPPING MY VEHICLE FINALLY. VEHICLE WOULD NOT STOP AT ALL. THE VEHICLE WAS TOWED TO OUR INS. CO. REPAIR/ESTIMATE SHOP. DO NOT HAVE A CAUSE FOR THE PROBLEM AS YET, STILL UNDER INVESTIGATION. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10290892  
**Date of Incident:** 20081015  
**Vehicle:** 2002 TOYOTA SIENNA  
**Location of Incident:** CHERRY HILL, NJ

**NHTSA Summary:**

WHILE APPROACHING A STOP SIGN INTERSECTION, CAR ACCELERATED AND CRASHED INTO ANOTHER. \*TR

**Additional Summary:**

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**Location of Incident:** ALISO VIEJE, CA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2004 TOYOTA CAMRY. WHILE DRIVING 2 MPH, THE VEHICLE SUDDENLY LUNGED FORWARD WHEN THE BRAKE PEDAL WAS DEPRESSED. THE VEHICLE CRASHED INTO THE CURB AND A WALL. THE VEHICLE WAS MODERATELY DAMAGED. THE CONTACT CALLED THE MANUFACTURER AND IS WAITING TO HAVE THE VEHICLE INSPECTED TO DETERMINE THE CAUSE OF THE FAILURE. THE FAILURE AND CURRENT MILEAGES WERE 40,000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10290958  
**Date of Incident:** 20080915  
**Vehicle:** 2005 TOYOTA SIENNA  
**Location of Incident:** CHICAGO, IL

**NHTSA Summary:**

JULY 2008 I WAS DRIVING MY 2005 TOYOTA SIENNA I WAS ON THE RAMP TO ENTER THE HIGHWAY DOING 35MPH WHEN MY CAR SUDDENLY JUMPED TO 75MPH WITHOUT ME TOUCHING THE GAS PEDAL. I STAYED CALM BECAUSE MY KIDS WERE IN THE CAR WITH AND I DIDN'T WANT TO SCARE THEM. THANK GOD I JUMPED IN THE NEXT LANE WHERE WERE NOT TO MANY CARS AND JUST PRESSED THE BRAKE PEDAL HARD THANK GOD THE CAR SLOWED DOWN. I KNEW SOMETHING WAS WRONG WITH THE CAR. I TOOK TO THE MECHANIC HE FOUND NOTHING OUT OF PLACE. IT LATER HAPPENED AGAIN MAYBE TWO WEEKS LATE THIS TIME I WAS ON CITY STREETS AND DID THE BASICALLY THE SAME THING AS BEFORE. I RECENTLY SAW REPORTS AND I WAS NOT ALONE AND WAS SOMETHING VERY WRONG WITH THE TOYOTA SYSTEM. PLEASE DO SOMETHING BEFORE ANY MORE PEOPLE GET HURT. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10243508  
**Date of Incident:** 20080921  
**Vehicle:** 2008 LEXUS RX400H  
**Location of Incident:** ADA, MI

**NHTSA Summary:**

UNPROVOKED VEHICLE ACCELERATION WHILE PARKING, CAUSING VEHICLE TO JUMP A CURB, HIT A TREE AND LAND ON THE HOOD OF A VEHICLE PARKED ACROSS FROM THE SUBJECT PARKING SPACE. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10244204  
**Date of Incident:** 20081001  
**Vehicle:** 2004 LEXUS IS300  
**Location of Incident:** MADISON, AL

**NHTSA Summary:**

CAR FAILED TO STOP AT A RED LIGHT UNDER NORMAL BRAKING BECAUSE ENGINE FAILED TO DECELERATE WHEN PRESSURE WAS REMOVED FROM THE PEDAL. MAXIMUM FORCE WAS APPLIED TO THE BRAKE PEDAL. THE BRAKE ANTI LOCK FEATURE WAS ACTIVATED AND A COLLISION WITH THE STOPPED CAR AHEAD WAS BARELY AVERTED. WHEN STOPPED, THE ENGINE REVERTED TO NORMAL IDLE. THE PROBLEM DID NOT RECUR. EXAMINATION BY A MECHANIC AT THE DEALERS SHOP FAILED TO IDENTIFY A

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**Toyota ID No:**  
**NHTSA ODI No:** 10293002  
**Date of Incident:** 20081017  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** RICHMOND (HENRICO), VA

**NHTSA Summary:**

SUDDEN ACCELERATION WITHOUT WARNING: 2003 TOYOTA CAMRY XLE: FOUR INCIDENTS TO DATE: WHILE DRIVING CAR IT BEGAN TO ACCELERATE RAPIDLY WITHOUT WARNING. TAKING FOOT OFF ACCELERATOR AND PUTTING ONTO BRAKE DID NOT GET THE CAR SLOWED DOWN. HAD TO CUT OFF IGNITION AT THE KEY SWITCH. THE ONLY THING IN COMMON WAS THAT EACH TIME THIS OCCURRED IT HAD BEEN EITHER DAMP, MISTY, RAINING OR RAINING HARD. THIS IS NOT AN ACCELERATOR PEDAL/FLOOR MAT PROBLEM. IT IS A THROTTLE PROBLEM! OUR FLOOR MAT WAS LOCKED DOWN AND DID NOT GET NEAR THE ACCELERATOR PEDAL BUT WE REMOVED THE FLOOR MAT ANYWAY. INCIDENTS AS FOLLOWS: 24 JULY 2008 - TRAVELING TO ROANOKE VA SOUTH ON I-81. FEMALE OWNER DRIVING. CRUISE CONTROL ON. DAYTIME. RAINING GENTLY. CAR MADE A ROARING SOUND (LIKE REVVING THE MOTOR WHILE IN NEUTRAL) AND SUDDENLY INCREASED SPEED RAPIDLY. WE GOT THE CAR STOPPED WITHOUT AN ACCIDENT. 28 AUG 2008 - TRAVELING TO ROANOKE VA SOUTH ON I-81. FEMALE OWNER DRIVING. CRUISE CONTROL ON. NIGHT. RAINING VERY HARD. CAR SUDDENLY MADE THE ROARING SOUND AND THE CAR ACCELERATED RAPIDLY. WE GOT THE CAR STOPPED WITHOUT AN ACCIDENT. 17 OCT 2008 - ON A CITY STREET IN LYNCHBURG VA. MALE OWNER DRIVING. CRUISE CONTROL OFF. DAYTIME. HAD BEEN RAINING HARD ALL DAY. DRIVING SLOWLY IN HEAVY TRAFFIC. CAR MADE ROARING SOUND AND ACCELERATED RAPIDLY. CAR HIT VEHICLE IN FRONT OF IT. NO SERIOUS DAMAGE. 14 OCT 2009 - TRAVELING ON CITY STREET IN HENRICO VA. MALE OWNER DRIVING. CRUISE CONTROL OFF. SLOWING DOWN TO MAKE A LEFT TURN. MORNING AND JUST STARTING A MISTY RAIN. CAR MADE ROARING SOUND AND CAR ACCELERATED RAPIDLY. NO ACCIDENT. MCGEORGE TOYOTA, BROAD ST. HENRICO (RICHMOND)VA HAS MADE EVERY EFFORT THEY KNOW TO TRY TO FIND OUT WHAT CAUSED THESE INCIDENTS, WITHOUT RESULTS. THEY KEPT THE CAR AND DROVE IT IN GOOD AND RAINY WEATHER AND DID NOT DUPLICATE THE PROBLEM. THEY CALLED THE ENGINEERS IN CALIFORNIA WHO DON'T HAVE ANSWERS. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10293074  
**Date of Incident:** 20081017  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** RICHMOND(HENRICO), VA

**NHTSA Summary:**

THIS MORNING I FILED A SAFETY COMPLAINT ABOUT MY 2003 TOYOTA CAMRY XLE DUE TO THE SUDDEN ACCELERATION WITHOUT WARNING PROBLEM. AT THAT TIME I GAVE INCORRECT FAILURE MILEAGE AS 50,000 MILES. WHEN I CHECKED MY RECORDS OF MILEAGE AT GAS FILL UPS I FOUND THE FOLLOWING: 24 JULY 2008: MILEAGE AT TIME OF INCIDENT WAS BETWEEN 58026 AND 58444. 28 AUG 2008: MILEAGE WAS BETWEEN 59000 AND 59463. 17 OCT 2008: MILEAGE WAS BETWEEN 60257 AND 60540. MILEAGE AT TIME OF ACCIDENT WAS APPROXIMATELY 60399. 14 OCT 2009: MILEAGE WAS BETWEEN 64205 AND 64532. THAT IS AS CLOSE AS I CAN PIN DOWN THE FAILURE MILEAGE. I USED THE 10/17/2008 DATE FOR APPROX. INCIDENT DATE BECAUSE THAT WAS THE ONE TIME THAT OUR CAR HIT THE VEHICLE IN FRONT OF US. THE OTHER THREE TIMES WE DID NOT HAVE AN ACCIDENT. I TRUST YOU CAN PUT THIS INFORMATION WITH THE REPORT I FILED THIS MORNING. NOTE: MY E-MAIL ADDRESS MAY CHANGE WITHIN THE NEXT WEEK OR

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SO AS I AM PLANNING ON HOOKING UP TO HIGH SPEED INTERNET ACCESS. THANK YOU FOR YOUR ATTENTION TO THIS MATTER. \*TR CHARLES & ALGENE ASHWORTH  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10260430  
**Date of Incident:** 20081017  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** PLEASANT PRAIRIE, WI

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2004 TOYOTA CAMRY. WHILE DRIVING APPROXIMATELY 35 MPH, THE CONTACT DEPRESSED THE ACCELERATOR PEDAL LIGHTLY AND THE VEHICLE ACCELERATED ABNORMALLY. THREE MONTHS LATER, THE FAILURE RECURRED AND THE CONTACT CRASHED INTO ANOTHER VEHICLE. THE VEHICLE SUSTAINED MODERATE DAMAGE, BUT THERE WERE NO INJURIES. A POLICE REPORT WAS FILED. THE DEALER STATED THAT THE SENSOR ON THE ACCELERATOR PEDAL WAS THE CAUSE OF THE FAILURE. THE SENSOR WAS REPLACED. THE MANUFACTURER OFFERED A VERBAL APOLOGY, BUT NO FURTHER ASSISTANCE WAS PROVIDED. THE FAILURE MILEAGE WAS 54,000 AND CURRENT MILEAGE WAS 63,000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10293584  
**Date of Incident:** 20081111  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** QUEENSBURY, NY

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2004 TOYOTA CAMRY. WHILE MAKING A RIGHT TURN THE VEHICLE ACCELERATED AND CRASHED INTO A VEHICLE. HE WAS FORCED TO TURN THE ENGINE OFF TO STOP VEHICLE FROM ACCELERATING. HE WAS TREATED AT AN EMERGENCY ROOM FOR INJURIES TO THE BACK, HEAD, AND AROUND THE CHEST/SHOULDER AREA. THE VEHICLE WAS SEVERELY DAMAGED. THE CURRENT MILEAGE WAS UNKNOWN. THE FAILURE MILEAGE WAS 49,604.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10256808  
**Date of Incident:** 20081119  
**Vehicle:** 2008 TOYOTA COROLLA  
**Location of Incident:** SARASOTA, FL

**NHTSA Summary:**  
2008 TOYOTA COROLLA ACCELERATED WHILE THE DRIVER STILL HAD HIS FOOT ON THE BRAKE. \*NJ THE CONSUMER STATED THE VEHICLE ACCELERATED BACKWARDS AT A SPEED OF 100 MPH. THE VEHICLE WAS TOTALED.\*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10249647  
**Date of Incident:** 20081119  
**Vehicle:** 2007 TOYOTA HIGHLANDER  
**Location of Incident:** RESTON, VA

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**NHTSA ODI No:** 10255972  
**Date of Incident:** 20081210  
**Vehicle:** 2007 TOYOTA SIENNA  
**Location of Incident:** JEFFERSON, OR

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA SIENNA. WHEN PLACING THE VEHICLE INTO DRIVE, THE CONTACT EXPERIENCED UNCONTROLLED ACCELERATION. THE VEHICLE ACCELERATED FORWARD AND CRASHED INTO A CONCRETE WALL. THERE WERE NO WARNING INDICATORS PRIOR TO THE FAILURE. THE CONTACT INJURED HER KNEES AND A POLICE REPORT WAS FILED. THE VEHICLE WAS INSPECTED BY AN INSURANCE ADJUSTER, BUT IT COULD NOT BE DETERMINED WHY THE VEHICLE FAILED. THE CONTACT CALLED THE MANUFACTURER AND WAS INFORMED THAT THERE WERE NO DEFECTS WITH THE VEHICLE; THEREFORE, NO COMPENSATION WOULD BE MADE. THE VEHICLE WAS DESTROYED. THE FAILURE MILEAGE WAS 50,000. UPDATED 3/9/09 \*CN UPDATED 03/12/09. 8JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10265000  
**Date of Incident:** 20081219  
**Vehicle:** 2000 TOYOTA ECHO  
**Location of Incident:** LA VISTA, NE

**NHTSA Summary:**  
WHILE ATTEMPTING TO STOP VEHICLE USING FULL BRAKE PEDAL FORCE AND HAND BRAKE THE VEHICLE CONTINUED TO ACCELERATE. I WAS UNABLE TO STOP THE CAR AND NEARLY CAUSED AN ACCIDENT. AFTER SHIFTING THE TRANSMISSION INTO PARK THE ENGINE CONTINUED OPERATING AT HIGH SPEED. THE GAS PEDAL WAS NOT STUCK OR USED AT ANY TIME DURING THIS TIME. THIS OCCURRED ON TWO SEPARATE OCCASIONS BOTH AT HIGHWAY AND CITY SPEEDS. IT SEEMS THAT THERE ARE OTHER REPORTS OF SIMILAR INCIDENTS WITH THIS CAR. NO PROBLEMS WERE IDENTIFIED BY MECHANIC WHO COULDN'T REPRODUCE THE PROBLEM. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 20090000  
**Date of Incident:** 20090000  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** KANSAS CITY, MO

**NHTSA Summary:**  
**Additional Summary:** I've had a different problem with the throttle. I had a 2000 Camry V6. When using cruise control at expressway speed with a warm engine (running for at least an hour), if traction was lost, engine would start going wild - racing or trying to stall. Loss of traction usually due to a bump or change in pavement, but also happened when fighting a head wind. Most Toyota service managers I talked to were clueless, one felt that it was an anti-rev feature malfunctioning that he had experienced driving a new (less than 1,000 miles) truck. My Toyota certified mechanic felt that it was throttle related. Problem could not be predicted or recreated. No idiot lights came on or codes. Everything fine if car allowed to cool for 45 minutes to an hour. I wrote to Toyota's head man about this and have a copy of my letter plus his response. Traded the car a year ago for a Toyota hybrid.

**Toyota ID No:**  
**NHTSA ODI No:** 10261936  
**Date of Incident:** 20090101

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**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA HIGHLANDER. WHILE DRIVING 5 MPH, THE VEHICLE SUDDENLY ACCELERATED, STRUCK A CURB, CROSSED THE MEDIAN, AND CRASHED INTO THREE PARKED VEHICLES. THERE WERE NO INJURIES. THE AIR BAGS FAILED TO DEPLOY. THE FRONT PASSENGER SIDE BUMPER AND DRIVERS SIDE OF THE VEHICLE WERE DAMAGED. THE MANUFACTURER STATED THAT THEY WOULD INSPECT THE VEHICLE WITHIN 30 DAYS. THE INSURANCE COMPANY WAS NOTIFIED. THE FAILURE OCCURRED WITHOUT WARNING. THE FAILURE MILEAGE WAS 29,000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10295243  
**Date of Incident:** 20081119  
**Vehicle:** 2009 SCION XB  
**Location of Incident:** NEWINGTON, CT

**NHTSA Summary:**  
THE (TOYOTA) SCION XB HAS THE SAME ACCELERATOR PROBLEM, I PUT IN A FLOOR MAT ON TOP OF THE ISSUED FLOOR MAT AND IT HAS GOTTEN STUCK 2 OR 3 TIMES ON THE ACCELERATOR, LUCKILY I WAS ABLE TO DEPRESS THE BRAKE STRONG ENOUGH TO GET INTO PARK AND STOP THE VEHICLE, THE WORSE CASE I DROVE OVER THE ISLAND IN MY PARKING LOT. I HAVE SINCE REMOVED THE EXTRA FLOOR MAT AND HAVE NOT HAD A PROBLEM WITH THIS ISSUE SINCE. I KNOW IT'S LATE NOTICE BUT I JUST FOUND OUT ABOUT THIS SITE. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10288930  
**Date of Incident:** 20081124  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** DOVER, DE

**NHTSA Summary:**  
LOST BRAKING POWER AND THERE WAS A CRUNCHING SOUND, HAD BOTH FEET ON BREAKING PEDAL & TRUCK WOULDN'T STOP. IT WAS STILL ACCELERATING AND ABS/ANTI SKID LIGHT CAME ON. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10250962  
**Date of Incident:** 20081202  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** SANFORD, NC

**NHTSA Summary:**  
AFTER BACKING OUT OF A PARKING SPACE AND SWITCHING THE CAR FROM REVERSE TO DRIVE, THE CAR ACCELERATED QUICKLY FORWARD CRASHING INTO TWO PARKED CARS AND FINALLY STOPPING AFTER HITTING A CONCRETE STRUCTURE. APPLYING THE BRAKE WOULD NOT STOP THE CAR. THE CAR HAS BEEN DECLARED A TOTAL LOSS BY THE INSURANCE COMPANY. UNEXPLAINED ACCELERATION EVENTS HAVE OCCURRED BEFORE WITH THIS CAR. \*TR

**Additional Summary:**

**Toyota ID No:**

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**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** PHILADELPHIA, PA

**NHTSA Summary:**  
PLEASE NOTE - THIS IS OR MAY BE RELATED TO OTHER ODI I JUST REPORTED AT 10261933. I HAVE A LEXUS 2004 ES330 AND IN ADDITION TO WEIRD BRAKING PROBLEMS, I HAVE ALSO HIT THE BRAKE AND BASICALLY FELT THE CAR CONTINUE LIKE I NEVER HIT THE BRAKE AND I AM ACCELERATING OR HAVE CRUISE CONTROL ON. WHEN THIS HAS OCCURRED, I DID NOT FEEL THE ABS BRAKING SYSTEM ENGAGE OR ANY TYPE OF SLOWING DOWN OCCUR. I END UP HITTING AND RELEASING THE BRAKE QUICKLY TO TRY AND GET THE CAR TO BRAKE AND COME TO A STOP. ON ONE OCCASION I ALSO QUICKLY HIT THE GAS TO SEE IF PERHAPS THAT WOULD CLEAR THE PROBLEM, AND IT DID NOT. I PULLED OVER, CHECKED THAT NO DEBRIS OR FLOOR RUG HAD SOME HOW MADE THE GAS PEDAL STINK, AND THAT IS NOT THE PROBLEM. OTHER THAN THIS PROBLEM, AND THE PROBLEMS REPORTED UNDER ODI 10261933, I HAVE NOT HAD ANY OTHER PROBLEMS W/ ACCELERATING OR STOPPING. I HAVE BROUGHT THE ISSUE TO THE ATTENTION OF LEXUS AND THEY HAVE DENIED ANY RECALLS OR OTHER REPORTED PROBLEMS. I SUSPECT THEY ASSUME I AM A WOMAN - WHO CANNOT DRIVE. AGAIN, I HAVE OWNED FAST HIGH PERFORMANCE PORSCHE AND MERCEDES PREVIOUSLY AND NEVER HAD THIS PROBLEM BEFORE. I HOPE SOMEONE WILL FIGURE THIS OUT BEFORE I AM INJURED OR PERHAPS SOMEONE ELSE IS. THANKS. PS NO DATE OF INCIDENT, SO I WILL PUT 1/1/09. THIS REFUSAL OF THE CAR TO ENGAGE THE BRAKE ETC HAS OCCURRED ABOUT 5 TIMES. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10296081  
**Date of Incident:** 20090121  
**Vehicle:** 2001 TOYOTA HIGHLANDER  
**Location of Incident:** LA MESA, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2001 TOYOTA HIGHLANDER. WHILE DRIVING 10 MPH THE VEHICLE BEGAN TO RAPIDLY ACCELERATE. AFTER REPEATED BRAKE APPLICATION THE VEHICLE WOULD NOT STOP. CONSEQUENTLY SHE CRASHED INTO A SIGN. THE VEHICLE WAS TAKEN TO THE DEALER, AND THEY INSTALLED A SECONDARY HOOK TO THE FLOOR-MAT. ALSO SHE WAS ADVISED THAT IN APRIL 2010 THEY WOULD INSTALL A NEWLY DESIGNED ACCELERATOR PEDAL. THE FAILURE MILEAGE WAS 169,794.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10286930  
**Date of Incident:** 20090205  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** KERRVILLE, TX

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2002 TOYOTA CAMRY. WHILE DRIVING 5 MPH INTO A DRIVEWAY HER VEHICLE CRASHED INTO A BRICK RETAINER WALL. THE VEHICLE WAS TOWED TO A LOCAL MECHANIC WHO QUOTED A REPAIR COST OF \$2000 TO REPAIR THE DAMAGE TO THE FRONT FENDER. THE MECHANIC STATED THAT HE CONFIRMED THAT THERE WAS NO MECHANICAL DAMAGE DONE TO THE VEHICLE. THE AIR BAGS DID NOT DEPLOY AND NO ONE WAS INJURED. WHILE PARKING THE VEHICLE IT UNEXPECTEDLY ACCELERATED AND CRASHED INTO A BEAUTY SALON. THE POLICE WAS NOTIFIED AND A REPORT IS AVAILABLE. THE POLICE OFFICER STATED THAT THE CONTACT LOSS CONSCIOUSNESS PRIOR TO THE CRASH. THE CONTACT STATED SHE WAS IN COMPLETE

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CONTROL OF THE VEHICLE WHEN IT ACCELERATED ON ITS OWN ON BOTH OCCASIONS. THE DEALER STATED THAT THERE WERE NO PROBLEMS WITH THE VEHICLE WHEN IT WAS SOLD TO HER. THE MANUFACTURER STATED THAT THEY WOULD CONDUCT A SURVEY OF THE DAMAGES AND CHECK FOR A MECHANICAL FAILURE. THE CONTACT WAS NOT NOTIFIED BY THE DEALER IF A REPRESENTATIVE HAS ASSESSED THE DAMAGES. THE FAILURE MILEAGE WAS 55,000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10291126  
**Date of Incident:** 20090210  
**Vehicle:** 2004 LEXUS RX330  
**Location of Incident:** FAIRVIEW, NJ

**NHTSA Summary:**  
I OWN A RX 330 LEXUS AND IT HAS A PROBLEM WITH THE ACCELERATOR. SOMETIMES IT GETS STUCK AT ABOUT 3 RPMs AND IT WONT COME DOWN FROM THERE UNTIL SOMETHING LETS GO OF IT AND THEN IT JERKS EVEN THOUGH I WOULD BE GOING AT A LOW SPEED SUCH 25MPH. THE ACCELERATOR FEELS RIGID AND NO MATTER HOW MUCH YOU PUSH ON IT THE SPEED DOESN'T INCREASE UNTIL IT JERKS AND LETS GO. OTHER TIMES IT TENDS TO GO FASTER EVEN THOUGH I AM NOT PRESSING ON IT. WHEN I BRAKE IT DOESN'T WANT TO STOP UNTIL I SLAM ON THE BRAKES HARD. I CAN FEEL THAT IT IS LIKE SOMETHING IS STUCK AND THE CAR DOES WHAT IT WANTS UNTIL IT IS LET GO WHICH IS WHEN IT JERKS. I HAVE NOT HAD A CRASH YET, BUT I AM CONCERNED ABOUT IT. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10265717  
**Date of Incident:** 20090211  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** KERRVILLE, TX

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2002 TOYOTA CAMRY. WHILE DRIVING APPROXIMATELY 15 MPH, THE VEHICLE ACCELERATED WITHOUT WARNING. AS A RESULT, THE CONTACT CRASHED THE VEHICLE INTO A WALL. THE VEHICLE WAS MODERATELY DAMAGED. ONE WEEK LATER, THE FAILURE RECURRED AND THE VEHICLE CRASHED INTO A BUILDING. THE VEHICLE WAS COMPLETELY DESTROYED AND NONE OF THE AIR BAGS DEPLOYED. THE CONTACT WAS NOT INJURED IN EITHER CRASH. A COMPLAINT WAS FILED WITH THE MANUFACTURER AND A REPRESENTATIVE CONCLUDED AFTER INSPECTION OF THE VEHICLE THAT NOTHING CAUSED THE SPONTANEOUS ACCELERATION. A POLICE REPORT WAS FILED. THE FAILURE MILEAGE WAS 50,000 AND CURRENT MILEAGE WAS 60,000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10293176  
**Date of Incident:** 20090214  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** FINDLAY, OH

**NHTSA Summary:**  
HAVE A 2005 TOYOTA CAMRY. THE ENGINE HAS STARTED ACCELERATING THREE TIMES, THE LAST BEING 2/14/09. EACH TIME THE BRAKES WERE ABLE TO KEEP THE CAR FROM SPEEDING UP AND, AFTER A FEW SECONDS, THE ENGINE WENT BACK TO AN IDLE. TWO

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TIMES I TOOK THE CAR TO THE DEALER (AND TALKED OTHER TIMES) AND THEY CHECKED IT OUT. THEY COULD NOT FIND ANY PROBLEM AND AFTER CONFERING WITH THEIR "HEADQUARTERS" IN CALIFORNIA, SAID THAT THEY HAD NEVER HEARD OF ANYONE HAVING THIS PROBLEM. AFTER READING THE FIRST ARTICLE IN A NEWSPAPER ABOUT THIS CONCERN I CHECKED THE FLOOR MAT. THE FLOOR MAT IS NOT EVEN CLOSE TO THE ACCELERATOR PEDDLE.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10290777  
**Date of Incident:** 20090215  
**Vehicle:** 2001 TOYOTA RAV4  
**Location of Incident:** YUKON, OK

**NHTSA Summary:**  
2001 TOYOTA RAV 4 THE ACCELERATOR SUDDENLY BECAME STUCK FULL OPEN AT A SLOW SPEED. WAS ABLE TO BRING CAR TO STOP BY RIDING BRAKES AND TURNED ENGINE OFF. HAPPENED ONE TIME. CAR SEEMED FINE AFTER RESTARTING. NOTHING WAS DONE TO CORRECT BECAUSE NEVER COULD FIGURE OUT CAUSE AND HAS NEVER REPEATED. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10293976  
**Date of Incident:** 20090220  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** GLASTONBURY, CT

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2006 TOYOTA CAMRY. WHILE DRIVING IN REVERSE INTO A PARKING SPACE, THE VEHICLE ACCELERATED WITHOUT INTENTION AND CRASHED INTO A HOUSE. THE DRIVER SUSTAINED MINOR INJURIES ON HER HAND. THERE WERE DAMAGES TO THE REAR BUMPER, EXTERIOR LIGHTS AND FRAME STRUCTURE. THE VEHICLE WAS TAKEN TO AN INDEPENDENT MECHANIC FOR REPAIRS. THE FAILURE MILEAGE WAS UNKNOWN. THE CURRENT MILEAGE WAS 56,000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10276805  
**Date of Incident:** 20090227  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** CHICAGO, IL

**NHTSA Summary:**  
2006 TOYOTA CAMRY SURGED UNEXPECTEDLY. INCREASE IN ENGINE SPEED OCCURRING WHILE THE ACCELERATOR PEDAL IS NOT DEPRESSED. UNCONTROLLED SURGE CAUSED VEHICLE TO CRASH INTO OTHER OBJECTS. UPON IMPACT, AIR BAGS DID NOT INFLATE.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10260635  
**Date of Incident:** 20090302  
**Vehicle:** 2004 TOYOTA SEQUOIA

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**Location of Incident:** PRESCOTT, AZ

**NHTSA Summary:**  
VEHICLE LOSES CONTROL OF ACCELERATION WHEN TURNING AND CAUSES OTHER VEHICLES TO NEARLY CRASH INTO MY VEHICLE. THE VSC (VEHICLE SKID CONTROL) SYSTEM ACTIVATES IN ERROR DURING NORMAL DRIVING ON DRY PAVEMENT DUE TO FAULTY SYSTEM (THIS IS KNOW PROBLEM WITH TOYOTA SEQUOIA). SECONDARY PROBLEM RELATED TO THIS, THE VEHICLE SKID CONTROL SYSTEM DOES NOT DISENGAGE WHILE IN SNOW AND IT GETS STUCK. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10296767  
**Date of Incident:** 20090307  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** CHAMPAIGN, IL

**NHTSA Summary:**  
I OWN A 2008 TOYOTA RAV 4 WHICH I PURCHASED NEW. ON SEVERAL OCCASIONS I HAVE HAD THE ACCELERATOR PEDAL BECOME STUCK FULLY OPEN WHEN ACCELERATING TO MERGE ONTO AN INTERSTATE HIGHWAY. I WAS TOLD SEVERAL MONTHS AGO THAT AN AFTERMARKET FLOOR MAT WAS SLIPPING FORWARD AND TRAPPING THE PEDAL. RECENTLY WHEN THIS EVENT HAPPENED I STOPPED AND LOOKED AT THE MAT MYSELF. IT WAS AT LEAST 4 TO 6 INCHES FROM CONTACTING THE ACCELERATOR PEDAL OR ANY PART OF THE DRIVE BY WIRE SWITCH. I FEEL LIKE THE DEALERSHIP IS JUST TRYING TO GET AROUND ACTUALLY INVESTIGATING MY COMPLAINT. THIS HAS HAPPENED ON SEVERAL OCCASIONS OVER THE LAST 6 TO 9 MONTHS. I FINALLY DECIDED TO FILE THIS COMPLAINT AFTER IT HAPPENED TO ME THIS MORNING (12/22/2009). \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10293506  
**Date of Incident:** 20090314  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** SAN ANTONIO, TX

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2000 TOYOTA CAMRY. WHILE DRIVING 15 MPH THE VEHICLE SUDDENLY BEGAN TO ACCELERATE WITHOUT INTENTION. AFTER ONE MINUTE OF REPEATED BRAKE APPLICATION, THE VEHICLE STOPPED. THE VEHICLE HAS NOT BEEN INSPECTED TO DETERMINE THE CAUSE OF THE FAILURE. THE CURRENT AND FAILURE MILEAGES WERE 52000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10284229  
**Date of Incident:** 20090316  
**Vehicle:** 2006 TOYOTA HIGHLANDER  
**Location of Incident:** DEPOE BAY, OR

**NHTSA Summary:**  
TODAY, ANOTHER LEXUS /TOYOTA HAS AN ACCELERATION PROBLEM WHICH FINALLY CAUSED 4 DEATHS. MANY OF US HAVE HAD SIMILAR EXPERIENCES. YOU HAVE 3 AT LEAST ALREADY LISTED IN YOUR COMPLAINTS. 2006 TOYOTA HIGHLANDERS (3) JUST TOOK OFF AND DRIVERS COULDN'T STOP THEM (I AM ONE) UNTIL THE CAR HIT SOMETHING. LEXUS TOO, MADE BY TOYOTA. PLEASE CHECK INTO THIS. I WROTE

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TOYOTA TO EXPLAIN THAT I DID NOT PUT MY FOOT ON ACCELERATOR. I GOT A GENERIC LETTER BACK, WITHOUT HELP OR EXPLANATION. WE HAVE A PROBLEM WITH THESE CARS, SOMEONE NEEDS TO ADDRESS THESE UNEXPLAINED ACCELERATIONS. MY CAR FLEW THROUGH THE AIR WITH ME SCREAMING. TRYING TO STOP IT. I HIT HEADON INTO A CEMENT SIDE OF AN IRRIGATION DITCH. PASSENGER IS STILL IN REHAB SINCE MARCH OF THIS YEAR. IS IT JUST THE MATS, AS THE SAN DIEGO PRESS IS SUGGESTING WITH THE DEATH OF THE CHP AND HIS 3 FAMILY MEMBERS? I THINK NOT. SOMETHING IN ONE OF THE SYSTEMS, CODES, CRUISE CONTROL, COMPUTER OR ??? PLEASE CHECK THESE OUT. TOYOTA HAS KEPT QUIET LONG ENOUGH. FARMERS INSURANCE IS CODING MY ACCIDENT AS MY FAULT, YET I HAVE NEVER HAD AN ACCIDENT AND DID NOT CAUSE THIS ONE. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10292738  
**Date of Incident:** 20090317  
**Vehicle:** 2003 LEXUS IS300  
**Location of Incident:** REDONDO BEACH, CA

**NHTSA Summary:**  
WAS SLOWLY PULLING INTO PARKING SPACE WHEN CAR SUDDENLY ACCELERATED FULL THROTTLE. CAR WAS CARRIED OVER PARKING BUMPER INTO BUSHES BEYOND, WITH DAMAGES TO BODY AND UNDERCARRIAGE OVER SIX THOUSAND DOLLARS. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10291128  
**Date of Incident:** 20090319  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** SAYREVILLE, NJ

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2004 TOYOTA CAMRY. WHILE APPROACHING A PARKING SPACE, THE VEHICLE ACCELERATED WITHOUT INTENTION. CONSEQUENTLY THE VEHICLE CRASHED INTO A WALL. THE ACCELERATOR PEDAL WAS STUCK, SO THE ENGINE CONTINUED TO REV. THE BUMPER AND THE FRONT-END OF VEHICLE WAS DAMAGED. THE WARRANTY COMPANY TOWED THE VEHICLE TO THE DEALER FOR INSPECTION. THE TECHNICIAN CONCLUDED THAT THE FLOOR-MATS CAUSED THE FAILURE. HE THEN ADDED THAT THIS WAS A COMMON FAILURE WITH HIS MODEL TYPE. HOWEVER HE SPECULATED THAT THE TECHNICIAN INCORRECTLY DIAGNOSED THE VEHICLE, BECAUSE THE FLOOR-MATS WERE VERY FAR AWAY FROM THE ACCELERATOR PEDAL. THE VEHICLE WAS THEN TOWED TO HIS MECHANIC, AND REPAIRED AT AN EXPENSE OF \$1200.00 THE FAILURE MILEAGE WAS 55000. THE CURRENT MILEAGE WAS UNKNOWN.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10293962  
**Date of Incident:** 20090323  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** BROAD RUN, VA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2003 TOYOTA CAMRY. WHILE ATTEMPTING TO TURN AT 40 MPH THE VEHICLE BEGAN TO ACCELERATE WITHOUT INTENTION. AFTER REPEATED

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BRAKE APPLICATION HE WAS ABLE TO STOP THE VEHICLE. SHORTLY AFTERWARDS WHILE REVERSING OUT OF A PARKING SPACE, THE VEHICLE RAPIDLY ACCELERATED. HE WAS ABLE TO STOP THE VEHICLE BY USING THE SAME METHOD. HE WAS IN PROCESS OF TAKING THE VEHICLE TO THE DEALER FOR INSPECTION. THE CURRENT MILEAGE WAS APPROXIMATELY 80,000. THE FAILURE MILEAGE WAS APPROXIMATELY 78,000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10265288  
**Date of Incident:** 20090409  
**Vehicle:** 2005 TOYOTA SIENNA  
**Location of Incident:** PORT CHARLOTTE, FL

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2005 TOYOTA SIENNA. WHILE DRIVING BETWEEN 5-6 MPH, ANOTHER VEHICLE RAN A STOP SIGN AND STRUCK THE DRIVER'S SIDE OF THE CONTACT'S VEHICLE. HER VEHICLE FISH-TAILED AND TURNED TO THE LEFT. THE VEHICLE ACCELERATED AND STRUCK ANOTHER VEHICLE. THE CONTACT HAD NO CONTROL OVER THE VEHICLE. SHE ATTEMPTED TO PLACE THE VEHICLE INTO PARK, BUT WAS UNSUCCESSFUL. THE ENGINE REVVED AND THE VEHICLE ACCELERATED AGAIN. THE VEHICLE STRUCK A CURB, A BOULDER, AND THEN A PALM TREE BEFORE COMING TO A COMPLETE STOP. THE BRAKES FAILED TO OPERATE DURING THE INCIDENT. A POLICE REPORT WAS FILED AND THERE WERE NO INJURIES. THE VEHICLE WAS TOWED TO A GMC DEALER AND THEY TEST DROVE THE VEHICLE, BUT WERE UNABLE TO DUPLICATE THE FAILURE. THE VEHICLE IS STILL AT THE GMC DEALER AND WILL BE APPRAISED. THE FAILURE AND CURRENT MILEAGES WERE 40,000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10298751  
**Date of Incident:** 20090415  
**Vehicle:** 2001 TOYOTA TACOMA  
**Location of Incident:** REDONDO BEACH, CA

**NHTSA Summary:**  
2001 TOYOTA TACOMA-ACCELERATED WHEN BRAKING, HIGH RPMS, WHEN APPLYING THE BRAKE. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10266633  
**Date of Incident:** 20090418  
**Vehicle:** 2009 TOYOTA SIENNA  
**Location of Incident:** MOUNT DORA, FL

**NHTSA Summary:**  
ON AN EARLY SATURDAY APRIL 18, 2009 TRIP TO THE AIRPORT THE CRUISE CONTROL STUCK WHILE ACCELERATING AND WOULD NOT DISENGAGE BY PRESSING THE BRAKE PEDAL OR BY PULLING THE CRUISE CONTROL LEVER (LOCATED ON THE STEERING COLUMN) TOWARDS THE DRIVER. I HAD JUST GONE THROUGH AN AUTOMATIC TOLLGATE IN THE FAR LEFT LANE AND BEGAN ACCELERATING (AND PROBABLY HIT THE 'RESUME' FEATURE OF THE CRUISE CONTROL LEVER) IN ORDER TO GET IMMEDIATELY OVER TO THE FAR RIGHT LANE TO EXIT. WITHIN SECONDS I WAS UP TO AN ADEQUATE SPEED AND TOUCHED THE BRAKE. THE CAR CONTINUED ACCELERATING. I PRESSED THE BRAKE MORE FIRMLY AND PULLED THE CRUISE CONTROL LEVER TOWARDS ME.

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NEITHER ACTION DISENGAGED THE CRUISE CONTROL. I WAS ABLE TO AVOID TRAFFIC AND POINT THE CAR TOWARDS THE RIGHT SHOULDER. I THEN PUSHED THE GEAR SHIFT INTO NEUTRAL AND THE CAR ENGINE SLOWED DOWN, THE CAR STOPPED ACCELERATING, AND THE CRUISE CONTROL DISENGAGED. ON MY RETURN TRIP I TRIED TO DUPLICATE THE ACTIONS WHICH PRECEDED THE PROBLEM BUT WAS NOT SUCCESSFUL. (I HAVE DRIVEN THE CAR ABOUT 5600 MILES AND THIS WAS THE FIRST TIME THIS PROBLEM HAS OCCURRED.) THE SAME DAY I TOOK THE CAR TO A LARGE TOYOTA DEALER. THEY DROVE THE CAR SEVERAL MILES AND DID NOT HAVE THE PROBLEM OCCUR. SO THEY WERE NOT ABLE TO FIND A PROBLEM. THEY SAID THEY COULD ONLY FIX A PROBLEM IF THEY COULD EXPERIENCE IT. AND THEY SUGGESTED I TAKE THE CAR TO THE TOYOTA DEALER THAT SOLD IT TO ME. LATER THE SAME DAY I DID RETURN THE CAR TO THE TOYOTA DEALER THAT SOLD IT TO ME. THEY WERE GOOD LISTENERS AND KEPT THE CAR FOR SEVERAL DAYS OF DRIVING, DIAGNOSTICS, AND PHONE CALLS TO TOYOTA. BUT, IN THE END THEY TOO, COULD NOT LOCATE A PROBLEM AND RETURNED THE CAR TO ME UNCHANGED. MY CONFIDENCE IN THIS VEHICLE IS GREATLY DIMINISHED. WHILE I WAS SUCCESSFUL IN DISENGAGING THE ACCELERATING CRUISE CONTROL BY PUTTING THE CAR INTO NEUTRAL I DO NOT WANT TO HAVE TO DEPEND ON THAT ESPECIALLY IN A HEAVY TRAFFIC SITUATION. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10294544  
**Date of Incident:** 20090426  
**Vehicle:** 2008 TOYOTA COROLLA  
**Location of Incident:** BRANDON, FL

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2008 TOYOTA COROLLA. WHILE DRIVING 5 MPH OUT OF A PARKING LOT THERE WAS A LOUD POPPING SOUND AND THE VEHICLE BEGAN TO ACCELERATE INTO ON COMING TRAFFIC. THE VEHICLE STOPPED AFTER IT CRASHED INTO A PARKED VEHICLE. THE CONTACT SUFFERED A BACK INJURY DURING THE CRASH BUT WAS NOT TRANSPORTED TO THE HOSPITAL. THE VEHICLE WAS NOT DESTROYED AND HAS BEEN REPAIRED. THE CONTACT DOES NOT KNOW WHY THE VEHICLE ACCELERATED. THE CURRENT MILEAGE WAS 19,700 AND THE FAILURE MILEAGE WAS 19,500.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10290908  
**Date of Incident:** 20090429  
**Vehicle:** 2005 LEXUS ES330  
**Location of Incident:** WOODRIDGE, IL

**NHTSA Summary:**  
I OWNED A 2005 LEXUS ES330 THAT WAS INVOLVED IN A CRASH. ON 4/29/09 THE DRIVER OF THE VEHICLE WAS PULLING INTO A PARKING SPOT WHEN THE CAR ACCELERATED AFTER HER FOOT WAS OFF ACCELERATOR CAUSING THE VEHICLE TO CRASH THROUGH A STOREFRONT WALL AND WINDOWS, CAUSING EXTENSIVE DAMAGE TO BUILDING AND TOTALING THE VEHICLE. THE POLICE DID NOT BELIEVE THAT THERE WAS AN ACCELERATION PROBLEM NOR DID I, UNTIL HEARING THIS RECENT REPORT ON THE NEWS. \*TR

**Additional Summary:**

**Toyota ID No:**

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**NHTSA ODI No:** 10296579  
**Date of Incident:** 20090508  
**Vehicle:** 2004 TOYOTA TACOMA  
**Location of Incident:** BRISTOL, TN

**NHTSA Summary:**  
TL\*THE CONTACT HAS A 2004 TOYOTA TACOMA. THE VEHICLE WAS PRE-OWNED AND PURCHASED IN APRIL 2009. WHILE DRIVING BETWEEN 25 AND 35 MPH, THE VEHICLE BEGAN ACCELERATING WITHOUT PLACING PRESSURE ON THE GAS PEDAL. THE FAILURE HAS OCCURRED ON FIVE OCCASIONS. THE FAILURE IS RELATED TO THE VEHICLE SPEED CONTROL. THE FAILURE MILEAGE WAS 68,000 AND THE CURRENT MILEAGE AND MOST RECENT FAILURE OCCURRED AT 74,000 MILES.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10286018  
**Date of Incident:** 20090512  
**Vehicle:** 2004 TOYOTA 4RUNNER  
**Location of Incident:** EUREKA, CA

**NHTSA Summary:**  
I HAVE A 2004 TOYOTA 4RUNNER AND A FEW MONTHS AGO THE ACCELERATOR PEDAL GOT STUCK UNDER THE RUBBER FLOOR MAT. I PURCHASED THE RUBBER FLOOR MAT FROM A TOYOTA DEALER AND IT WAS MADE SPECIFICALLY FOR THE 4 RUNNER. WHEN THE PEDAL GOT STUCK, THE ENGINE WAS RUNNING WIDE OPEN. I MANAGED TO GET THE VEHICLE IN NEUTRAL AND STOPPED BEFORE HITTING ANYTHING. IT WAS VERY FRIGHTENING. IT APPEARS LIKE THE MAT SLID FORWARD AND THAT WAS WHAT CAUSED THE PEDAL TO GET STUCK. I HAD RECENTLY CLEANED THE MAT AND MAY NOT HAVE HAD IT POSITIONED PROPERLY WHEN I REINSTALLED IT. I THINK THE DESIGN OF THE MAT IS NOT SAFE DUE TO THE THICKNESS OF THE MAT AT THE FRONT NEAR THE PEDAL. FUTURE INCIDENTS ARE LIKELY IF THE MAT IS LOOSE AND SLIDES FORWARD. I DID HAVE A CARPETED MAT UNDER THE RUBBER MAT. THE CARPETED MAT CAME WITH THE 4RUNNER WHEN I BOUGHT THE VEHICLE. THIS LIKELY CONTRIBUTED TO THE RUBBER MAT COMING LOOSE AND SLIDING FORWARD. IF NOT INSTALLED PROPERLY, IT APPEARS LIKE THE CARPETED MAT COULD ALSO SLIDE FORWARD AND MAY CAUSE THE ACCELERATOR TO GET STUCK. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10291376  
**Date of Incident:** 20090513  
**Vehicle:** 2006 TOYOTA 4RUNNER  
**Location of Incident:** BROOKLYN, NY

**NHTSA Summary:**  
HIGHWAY MERGE RAMP AT ALMOST FULL THROTTLE TWICE, ONCE PASSING ANOTHER VEHICLE ON HIGHWAY AT ALSO HIGH THROTTLE USAGE, ACCELERATOR PEDAL WAS STUCK OPEN VEHICLE CONTINUED TO ACCELERATE FELT LIKE CRUISE CONTROL WAS ENGAGED BUT WASNT. I STEPPED ON BRAKES BUT THAT DIDNT HELP. I THEN HIT THE ACCELERATOR PEDAL WITH MY RIGHT FOOT AND THE PEDAL WENT BACK TO NORMAL. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10269404

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**Date of Incident:** 20090514  
**Vehicle:** 2005 TOYOTA SEQUOIA  
**Location of Incident:** IMPERIAL, CA

**NHTSA Summary:**  
2005 TOYOTA SEQUOIA VAC TRAC DISENGAGED LOST CONTROL / ACCELERATOR/BRAKES/ TOOK AUTO TO REPAIR DEALER COULD NOT FIND PROBLEM.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10269040  
**Date of Incident:** 20090515  
**Vehicle:** 2005 TOYOTA COROLLA  
**Location of Incident:** NORWOOD, MA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2005 TOYOTA COROLLA. WHEN THE CONTACT SLIGHTLY DEPRESSED THE ACCELERATOR PEDAL AT 1 MPH, THE VEHICLE SURGED FORWARD AND CRASHED INTO ANOTHER VEHICLE. THERE WERE NO INJURIES. HE IS IN THE PROCESS OF HAVING THE VEHICLE INSPECTED TO DETERMINE THE CAUSE OF THE FAILURE. THE FAILURE AND CURRENT MILEAGES WERE 19,652.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10269805  
**Date of Incident:** 20090522  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** SUFFERN, NY

**NHTSA Summary:**  
2004 CAMRY VIN EXPERIENCED UNINTENDED ACCELERATION (SURGING) AFTER APPLYING BRAKE TO COME TO FULL STOP. I EXAMINED THE POSITION OF MY FEET AFTER STOPPING, AND TURNING OFF IGNITION TO CANCEL SURGING. LEFT FOOT WAS ON FOOTREST IN DRIVER FOOTWELL, RIGHT FOOT WAS ON BRAKE. THIS IS THE SECOND INSTANCE OF UNINTENDED ACCELERATION IN APPROXIMATELY THREE MONTHS. MILEAGE WAS 45960. NO PARTS HAVE BEEN REPLACED YET. I WILL CONTACT A DEALER TO DETERMINE IF THERE IS A RECALL. PREVIOUS EXPERIENCE WITH INTERMITTENT PROBLEMS HAVE LED TO "NO DIAGNOSIS" BY DEALERSHIPS. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10272579  
**Date of Incident:** 20090526  
**Vehicle:** 2002 LEXUS RX300  
**Location of Incident:** CRESTWOOD, KY

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2002 LEXUS RX300. WHEN THE CONTACT ATTEMPTED TO START THE VEHICLE, SHE NOTICED THAT THE ENGINE ATTEMPTED TO START ITSELF BEFORE THE KEY WAS TURNED ALL THE WAY IN THE IGNITION. SHE PROCEEDED TO SHIFT THE VEHICLE FROM PARK INTO DRIVE. THE VEHICLE ACCELERATED QUICKLY AND WOULD NOT STOP, EVEN WHEN THE BRAKES WERE APPLIED. THE VEHICLE CRASHED THROUGH THE GARAGE DOOR AND, APPROXIMATELY TEN FEET FURTHER, STRUCK A RETAINING WALL, HER NEIGHBOR'S HOME, AND A GAS METER. THE CONTACT PLACED THE VEHICLE INTO REVERSE AND IT SPED BACK TOWARD HER RETAINING

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*Toyota Sudden Unintended Acceleration: Appendix A*

WALL AND STRUCK HER HOME. THE AIR BAGS DID NOT DEPLOY AND THERE WERE NO INJURIES. A POLICE REPORT WAS FILED AND THE VEHICLE WAS DESTROYED. THE DEALER STATED THAT THEY HAD NEVER HEARD OF THIS TYPE OF FAILURE. SHE ATTEMPTED TO NOTIFY THE MANUFACTURER, BUT WAS UNABLE TO REACH ANYONE. THE CURRENT AND FAILURE MILEAGES WERE 61,232.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10291097  
**Date of Incident:** 20090527  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** VIRGINIA BEACH, VA  
**NHTSA Summary:**

TL\* THE CONTACT HAS A 2003 TOYOTA COROLLA. AFTER PROCEEDING FROM A STOP LIGHT AT 35 MPH, THE VEHICLE ACCELERATED TO 70 MPH. EVEN AFTER BRAKE APPLICATION, THE VEHICLE CONTINUED TO ACCELERATE. SHE THEN SHIFTED THE VEHICLE INTO PARK AND TURNED THE ENGINE OFF. THE VEHICLE WAS TOWED TO HER HOME. A MECHANIC INSPECTED THE VEHICLE, BUT COULD NOT IDENTIFY THE CAUSE OF THE FAILURE. THE MANUFACTURER WAS NOTIFIED, AND SHE WAS ADVISED THAT HER MODEL TYPE DOES NOT HAVE A DEFECT. THE FAILURE MILEAGE WAS 100,000. THE VEHICLE IDENTIFICATION NUMBER WAS UNAVAILABLE.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 20090528  
**Date of Incident:** 20090528  
**Vehicle:** 2006 TOYOTA HIGHLANDER  
**Location of Incident:**  
**NHTSA Summary:**

On May 28, 2009, Aurora Rabuy was driving her 2006 Toyota Highlander on Alvarado Blvd., Fremont, CA with three passengers, when the suv began suddenly accelerating and traveling too fast, she applied the brakes, but the vehicle would not stop or slow down, there were no brakes, she attempted to move the steering wheel back and forth in an attempt to slow the vehicle down, it continued and struck a tree, killing one pregnant passenger and severely injuring another passenger. The Fremont Police Report No. is 090528012.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10273568  
**Date of Incident:** 20090529  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** SAN JOSE, CA  
**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2000 TOYOTA CAMRY. WHILE BACKING OUT OF A PARKING SPACE AT AN UNKNOWN SPEED, THE VEHICLE ACCELERATED ON ITS OWN WITHOUT WARNING. THE VEHICLE STRUCK A LAMP POST AND WAS TOWED TO AN AUTO LOT. THIS WAS THE FIRST TIME THIS FAILURE OCCURRED. A POLICE REPORT WAS FILED AND THERE WERE NO INJURIES. THE INSURANCE COMPANY WAS NOTIFIED AND THEY SENT AN ADJUSTER TO INSPECT THE VEHICLE. THE VEHICLE IS CURRENTLY IN THE INSURANCE COMPANY'S POSSESSION. THE DEALER WAS NOTIFIED AND STATED THAT THEY WOULD BE IN TOUCH. THE FAILURE AND CURRENT MILEAGES WERE 51,000.

**Additional Summary:**

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**Toyota ID No:**  
**NHTSA ODI No:** 10272614  
**Date of Incident:** 20090531  
**Vehicle:** 2005 TOYOTA TUNDRA  
**Location of Incident:** SPARKS, NV  
**NHTSA Summary:**

DRIVING AT HIGHWAY SPEED, WITH CRUISE CONTROL ENGAGED, AND BEGINNING TO CLIMB A GENTLE HILL, ENGINE SUDDENLY ACCELERATES AT FULL THROTTLE, AND THE TRANSMISSION DOWNSHIFTS TWO GEARS. IT CAUSES THE VEHICLE TO SUDDENLY AND RAPIDLY ACCELERATE. VEHICLE IS VERY DIFFICULT TO CONTROL ON SNOWY, OR RAIN SLICK ROADWAYS. IF FOLLOWING ANOTHER VEHICLE THAT SLOWS ON HILL, SUCH AS A SEMI TRACTOR-TRAILER, THERE IS EMINENT DANGER OF A REAR-END COLLISION. THIS IS NOT AN ISOLATED INCIDENT, IT OCCURS EVERY TIME THREE CONDITIONS ARE MET: 1. CRUISE CONTROL IS ENGAGED. 2. VEHICLE DRIVES UP INCLINE OR HILL. 3. HIGHWAY SPEED. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10273039  
**Date of Incident:** 20090605  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** MINNETONKA, MN  
**NHTSA Summary:**

WHILE MY WIFE (DRIVER FOR 40 YEARS) WAS BACKING OUT OF THE DRIVEWAY THE CAR ACCELERATED AT FULL THROTTLE, SHOT ACROSS THE STREET AND INTO THE NEIGHBORS' YARD AND CRASHED INTO A TREE WHICH PREVENTED THE CAR FROM CRASHING INTO THE HOUSE. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10290834  
**Date of Incident:** 20090608  
**Vehicle:** 2008 TOYOTA SOLARA  
**Location of Incident:** CENTERVILLE, VA  
**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2008 TOYOTA SOLARA. WHILE RELEASING THE PARKING BRAKE AT A STOP LIGHT, THE VEHICLE ACCELERATED WITHOUT INTENTION. AS A CONSEQUENCE HE REAR-ENDED ANOTHER VEHICLE. IN ORDER TO STOP THE VEHICLE FROM SURGING FORWARD HE HAD TO SHIFT INTO THE NEUTRAL GEAR, AND THEN REMOVE THE KEY FROM THE IGNITION. THE CURRENT AND FAILURE MILEAGES WERE 11900.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10288952  
**Date of Incident:** 20090609  
**Vehicle:** 2005 TOYOTA 4RUNNER  
**Location of Incident:** OXNARD, CA  
**NHTSA Summary:**

**Additional Summary:**

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*Toyota Sudden Unintended Acceleration: Appendix A*

TL\* THE CONTACT OWNS A 2005 TOYOTA 4RUNNER. WHILE DRIVING 65 MPH WITH THE CRUISE CONTROL ACTIVATED, THE ACCELERATOR BECAME STUCK. AFTER REPEATED BRAKE APPLICATION, THE VEHICLE WOULD NOT STOP. AFTER DEACTIVATING THE CRUISE CONTROL SHE WAS ABLE TO STOP THE VEHICLE. THE DEALER WAS NOTIFIED, AND A TECHNICIAN CONCLUDED THAT THE FLOOR-MAT WAS THE CAUSE OF THE FAILURE; HOWEVER, SHE BELIEVED THAT THE TECHNICIANS HAVE INCORRECTLY IDENTIFIED THE CAUSE OF THE FAILURE. THE FAILURE MILEAGE WAS 48,675.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10293564  
**Date of Incident:** 20090610  
**Vehicle:** 2001 TOYOTA SIENNA  
**Location of Incident:** GARDENA, CA  
**NHTSA Summary:**

5 MONTHS AGO MY SON WAS DRIVING MY CAR AND IT SUDDENLY ACCELERATED AND HE COULD NOT GET THE CAR TO STOP EVEN WHEN HE PUT ON THE BRAKE. WHEN I GOT THE CAR, I STARTED THE ENGINE AND IT LUNGED FORWARD, BUT I PUT THE CAR IN NEUTRAL AND THE ENGINE JUST RACED. I ULTIMATELY TOOK THE CAR TO MY MECHANIC AND HE TOOK IT SOMEWHERE ELSE WHERE THEY REPAIRED THE PROBLEM AFTER TWO ATTEMPTS. MY CAR DID NOT HAVE ANY DRIVER SIDE FLOOR MATS IN IT. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10274014  
**Date of Incident:** 20090614  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** HANSHVILLE, WA  
**NHTSA Summary:**

THE THROTTLE IN MY 2007 RAV4 V6 LIMITED HAS STUCK OPEN THREE TIMES IN THE LAST FEW MONTHS. IT HAPPENS AFTER I "FLOOR" THE ACCELERATOR. THE FIRST TIME OCCURRED IN MY GARAGE AS I WAS TRYING TO START THE ENGINE. I HAD TO TURN IT OFF. THE SECOND TIME WAS A WEEK LATER AS I WAS PASSING A TRUCK GOING UP A HILL ON A 3 LANE HIGHWAY. I PUT ON THE BRAKES AND TRIED TO GET THE TRANSMISSION INTO NEUTRAL AS I TRIED TO GET TO CROSS TWO LANES OF TRAFFIC TO GET TO THE SHOULDER. I WAS SUCCESSFUL WITHOUT GETTING INTO AN ACCIDENT, BUT IT WAS SCARY. I TOOK THE CAR TO A DEALER AND THEY SAID THAT THE THROTTLE BODY HAD A LEAK, SO THEY REPLACED THE SEAL. I DID NOT EXPERIENCE THE PROBLEM AGAIN FOR A COUPLE OF MONTHS UNTIL IT HAPPENED AGAIN TWO DAYS AGO. I WAS ACCELERATING TO MERGE WITH TRAFFIC ON A FREEWAY. I APPLIED THE BRAKES AND THE THROTTLE STOPPED STICKING AND QUICKLY RETURNED TO NORMAL OPERATION. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10296202  
**Date of Incident:** 20090616  
**Vehicle:** 2006 TOYOTA TUNDRA  
**Location of Incident:** WALLACE, CA  
**NHTSA Summary:**

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*Toyota Sudden Unintended Acceleration: Appendix A*

TL\* THE CONTACT OWNS A 2006 TOYOTA TUNDRA. WHILE DRIVING 60 MPH AND RELASING THE ACCELERATOR PEDAL THE VEHICLE CONTINUED TO ACCELERATE. THE FAILURE ONLY OCCURRED ONCE. THE FAILURE MILEAGE WAS 47000 AND THE CURRENT MILEAGE WAS 55000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10274157  
**Date of Incident:** 20090617  
**Vehicle:** 2009 TOYOTA SIENNA  
**Location of Incident:** SIMPSONVILLE, SC  
**NHTSA Summary:**

ATTEMPTED TO ACCELERATE TO PASS A LARGE TRUCK AND VEHICLE STARTED ACCELERATING OUT OF CONTROL. TRIED TO BRAKE AND THAT DIDN'T WORK. APPLIED FOOT BRAKE AND THAT DIDN'T WORK. SPEED MAY HAVE INCREASED TO APPROX 70-80 MPH. SPEEDOMETER SHOW APPROX 45 MPH. UNABLE TO STEER VEHICLE. IT WAS AS IF THE MOTOR HAD STOPPED AND I HAD NO POWER STEERING. AFTER HITTING 2-3 VEHICLES AND THEN THE RIGHT LANE BRIDGE WALL THE FRONT TIRE AND STEERING ASSEMBLY BENT INWARD ND THAT CAUSED THE VAN TO STOP. THAT GOD THAT NOONE WAS INJURED BUT SOMETHING IS SERIOUSLY WRONG. I'VE SEEN SEVERAL COMPLAINTS OF SUDDEN ACCELERATION IN SIENNA VANS AND THIS NEED MUCH ATTENTION. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10291163  
**Date of Incident:** 20090620  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** WARRINGTON, PA  
**NHTSA Summary:**

2003 TOYOTA CAMRY INVOLVED IN AN 8 CAR ACCIDENT ON 6/20/09. CAR ACCELERATED UNCONTROLLABLY AND DRIVER WAS UNABLE TO STOP CAR. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10294365  
**Date of Incident:** 20090628  
**Vehicle:** 2001 TOYOTA CAMRY  
**Location of Incident:** HACKETTSTOWN, NJ  
**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2001 TOYOTA CAMRY. WHILE DRIVING INTO A SHOPPING CENTER, THE VEHICLE ACCELERATED UNCONTROLLABLY. THE CONTACT APPLIED EXTREME PRESSURE TO THE BRAKE PEDAL, HOWEVER, THE VEHICLE FAILED TO SLOW DOWN. THE CONTACT WAS ABLE TO AVOID CRASHING INTO THE FRONT OF A BUILDING; HOWEVER, HE CRASHED INTO A DUMPSTER AND THE BACK OF THE BUILDING. THE VEHICLE WAS DESTROYED. THE AIR BAGS DEPLOYED. THE CONTACT SUSTAINED BROKEN RIBS, NUMEROUS BRUISES AND CONTUSIONS. THE CONTACT HAS NOT CONFIRMED IF THE FLOOR MATS CAUSED THE VEHICLE TO ACCELERATE. THE CURRENT AND FAILURE MILEAGES WERE 91,000.

**Additional Summary:**

**Toyota ID No:**

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*Toyota Sudden Unintended Acceleration: Appendix A*

**NHTSA ODI No:** 10290388  
**Date of Incident:** 20090628  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** LOS ANGELES, CA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2005 TOYOTA CAMRY. WHILE EXITING A PARKING SPACE THE VEHICLE ACCELERATED WITHOUT INTENTION. AS A CONSEQUENCE HE REAR-ENDED ANOTHER VEHICLE. NO ONE WAS INJURED BUT THERE WAS OVER \$3000 DAMAGED TO THE OTHER VEHICLE. HE FILED CASE # 0909144743 WITH THE MANUFACTURER. THE FAILURE MILEAGE WAS 46,000.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10295331  
**Date of Incident:** 20090629  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** SAUGUS, MA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2008 TOYOTA RAV 4. WHILE DRIVING 10 MPH THE VEHICLE BEGAN TO ACCELERATE WITHOUT INTENTION. THE BRAKE PEDAL WAS DEPRESSED TO THE FLOOR, BUT THE VEHICLE WOULD NOT DECELERATE. THE VEHICLE WAS TAKEN TO THE DEALER ON SEVERAL OCCASIONS, BUT THEY COULD NOT IDENTIFY THE CAUSE OF THE FAILURE. THE FAILURE MILEAGE WAS 5,200. UPDATED 1/11/09 \*CN UPDATED 01/13/10 \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10293688  
**Date of Incident:** 20090708  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** WISTON SALEM, NC

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2007 TOYOTA COROLLA. WHILE REVERSING OUT OF HIS DRIVE-WAY THE VEHICLE ACCELERATED BACKWARDS WITHOUT INTENTION. AFTER REPEATED BRAKE APPLICATION HE WAS ABLE TO STOP THE VEHICLE. THE MANUFACTURER WAS IN THE PROCESS OF BEING NOTIFIED OF THE FAILURE. THE FAILURE MILEAGE WAS 7,000. THE CURRENT MILEAGE WAS 12,000.  
**Additional Summary:**

**Toyota ID No:** 200707121237  
**NHTSA ODI No:** 10290289  
**Date of Incident:** 20090709  
**Vehicle:** 2007 TOYOTA YARIS  
**Location of Incident:** TUSTIN, CA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2007 TOYOTA YARIS. WHILE DRIVING BETWEEN 65-70 MPH SHE APPLIED PRESSURE TO THE BRAKES BUT THE VEHICLE WOULD NOT STOP. HE WAS ABLE TO DECELERATE BY SHIFTING THE VEHICLE INTO THE NEUTRAL GEAR. 2 WEEKS LATER THE VEHICLE ACCELERATED WITHOUT WARNING ONTO THE HIGHWAY. THE DEALER COULD NOT PROVIDE A REMEDY BECAUSE THE FAILURE COULD NOT BE DUPLICATED. THE CURRENT MILEAGE WAS 18,150 AND THE FAILURE MILEAGE WAS 5500.  
**Additional Summary:**

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I bought a 2007 Toyota Yaris with power package at Tustin Toyota in Tustin, CA, on Aug. 17, 2006. I had an incident around July 12, 2007, that I reported to Toyota that day, Case #200707121237.

**Toyota ID No:**  
**NHTSA ODI No:** 10276568  
**Date of Incident:** 20090713  
**Vehicle:** 2008 TOYOTA YARIS  
**Location of Incident:** ALTHA, FL

**NHTSA Summary:**  
ACCELERATOR PETAL STICKING, I TOOK MY FOOT AWAY FROM THE GAS PEDAL IN PREPARATION FOR MY TURN PEDAL STUCK AND CONTINUED TOO ACCELERATE I HAD TO DEPRESS BRAKES TO STOP CAR AND GAS PEDAL RELEASED. \*TR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10293241  
**Date of Incident:** 20090715  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** CHESAPEAKE, VA

**NHTSA Summary:**  
UPON STARTING AND PUTTING CAR IN REVERSE ENGINE EXPERIENCED UNCONTROLLABLE EXCELERATION. CAR IT BACKED ACROSS A THE TRAFFIC LANE IN A PARKING LOT WITH THE BRAKES APPLIED STUCK TWO PARKED CARS AND ENDED UP ON TOP OF A PLANTING AREA AFTER HITTING A TREE PLANTED THERE. POLICE WERE CALLED AND RESPONDED. THE CAR HAS BEEN LOOKED AT BY A MECHANIC BUT COULD NOT FIND A VISIBLE PROBLEM WITH THE ACCELERATOR.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10280359  
**Date of Incident:** 20090715  
**Vehicle:** 2007 TOYOTA HIGHLANDER  
**Location of Incident:** FALLS CHURCH, VA

**NHTSA Summary:**  
MY ACCELERATOR PEDAL GOT CAUGHT BETWEEN MY TOES AND BOTTOM OF MY FOOT AND THE BOTTOM OF AN OPEN-TOED SHOE AND I COULD NOT PULL MYSELF FREE TO STOP MY CAR AND I RAN INTO A STOPPED CAR IN FRONT OF ME AT AN INTERSECTION, WHICH WAS PUSHED INTO ANOTHER CAR. I WAS TRAVELING VERY SLOWLY, BUT MY ACTIVITY IN TRYING TO FREE MY FOOT CAUSED MY CAR TO ACCELERATE SOME. THIS HAD NEVER HAPPENED TO ME BEFORE. WHEN I TOLD A NEIGHBOR SHE SAID THE SAME THING HAD HAPPENED TO HER, BUT THAT SHE WAS NOT OUT IN TRAFFIC AT THE TIME. I NOTICED THAT BOTH OF OUR VEHICLES HAVE VERY NARROW ACCELERATOR PEDALS, AND THAT THIS COULD HAVE HAPPENED TO ANYONE. I HAVE NOT BEEN DRIVING WITH SANDALS SINCE THEN, BUT A GREAT MANY PEOPLE DO. \*TR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10293568  
**Date of Incident:** 20090715  
**Vehicle:** 2006 TOYOTA TUNDRA  
**Location of Incident:** ALTA LOMA, CA

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*Toyota Sudden Unintended Acceleration: Appendix A*

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2006 TOYOTA TUNDRA. HE SLIGHTLY TAPPED THE ACCELERATOR PEDAL, AND THEN THE VEHICLES SPEED INCREASED AND CRASHED INTO AN EMBANKMENT. THERE WERE NO REPORTED INJURIES. AN AUTHORIZED TECHNICIAN INSPECTED THE VEHICLE; HOWEVER, HE DID NOT PROVIDE A REMEDY BECAUSE HE COULD NOT DUPLICATE THE FAILURE. HE FILED A COMPLAINT WITH THE MANUFACTURER, IN WHICH A TECHNICIAN SPECIALIST WAS SENT TO INSPECT THE VEHICLE. THE SPECIALIST WAS ALSO UNABLE TO DETERMINE THE CAUSE OF THE FAILURE. THE FAILURE MILEAGE WAS 44,107.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10290332  
**Date of Incident:** 20090716  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** NEW YORK, NY

**NHTSA Summary:**  
WHILE APPLYING THE BRAKES TO SLOW DOWN OR TO COME TO A STOP, IF THE CAR HITS A BUMP, POT HOLE OR THE LIKE, THE BRAKES RELEASE MOMENTARILY, CAUSING THE CAR'S MOMENTUM TO CONTINUE FORWARD LONGER/FURTHER THAN YOU WOULD NORMALLY EXPECT OR WANT. THIS IS ESPECIALLY DANGEROUS WHEN COMING TO A STOP AT A NEW YORK CITY PEDESTRIAN CROSSWALK OR TRYING TO SLOW DOWN WITH A CAR CLOSE IN FRONT OF YOU. I BROUGHT THE CAR INTO THE DEALERSHIP AND HAD IT EVALUATED BY TOYOTA'S FIELD TECHNICAL SPECIALIST WHO REPORTED THE FOLLOWING, ""WHEN [THE CAR] SENSES IMPENDING WHEEL SLIP, IT WILL FIRST DISABLE THE REGENERATIVE BRAKES. WHEN IT DOES THAT IT FEELS LIKE THE CAR SORT OF ACCELERATES BECAUSE YOU LOST THE REGENERATIVE BRAKING AND YOU'RE USING THE BRAKE ASSIST THAT YOU HAVE FROM YOUR FOOT. SO THAT IS 'NORMAL OPERATION' ON THE SYSTEM. IT IS WORKING AS DESIGNED." DESPITE THE EXPLANATIONS FOR WHY THIS IS HAPPENING AND WHETHER OR NOT THIS IS A NORMAL OPERATION, THE BOTTOM LINE IS, IF THE CAR IS NOT STOPPING WHEN IT SHOULD, THE SAFETY OF PASSENGERS AND PEDESTRIANS IS IN JEOPARDY. I CALLED AND WROTE TWO CERTIFIED LETTERS TO TOYOTA'S CUSTOMER EXPERIENCE DEPARTMENT AND TO AKIO TOYODA, AND RECEIVED A PHONE CALL FROM AN EXECUTIVE ANALYST FROM THE PRESIDENT'S OFFICE. NO TOYOTA REPRESENTATIVE WOULD DO ANYTHING IN REGARDS TO THE PROBLEM--THEY MAINTAIN THAT THE BRAKING OPERATION IS NORMAL. I HAVE SEEN OTHER COMPLAINTS ON THE NHTSA WEB SITE AND ON PRIUS OWNERS BLOGS THAT CONTRADICT TOYOTA'S ASSERTION AND SUPPORT THE CLAIM THAT THE BRAKES ARE INDEED A SAFETY ISSUE THAT MUST BE ADDRESSED.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10277400  
**Date of Incident:** 20090720  
**Vehicle:** 2007 LEXUS GS350  
**Location of Incident:** OCEANSIDE, CA

**NHTSA Summary:**  
2007 LEXUS GS350 SUDDEN ACCELERATION. THIS IS SIMILAR TO REPORTS ON FILE ON LEXUS 0707 ES350. THE GS350 WILL DRIVE AROUND IN PARKING LOT WITHOUT PRESSING ON GASOLINE PEDAL AT 12-15MPH. AT SPEEDS OF 40MPH A SLIGHT PRESSURE ON GAS PEDAL CAUSES ACCELERATION TO 50-60MPH. I AM FORCED TO DRIVE IT WITH TRIPTRONIC TRANSMISSION TO SLOW VEHICLE BECAUSE EXCESSIVE BRAKE PRESSURE REQUIRED TO STOP IT. THIS IS ON-GOING ISSUE. \*TR  
**Additional Summary:**

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**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10299168  
**Date of Incident:** 20090724  
**Vehicle:** 2006 LEXUS ES330  
**Location of Incident:** LOS ANGELES, CA

**NHTSA Summary:**  
UNINTENDED ACCELERATION WITH LEXUS VEHICLE. \*NJ THE CONSUMER STATED HE SENT A REPORT OF THE VEHICLE ACCIDENT TO NHTSA. THE ACCIDENT WAS DUE TO UNEXPECTED ACCELERATION. THE CONSUMER STATED TOYOTA IS ATTRIBUTING MOST OF THE ACCIDENTS TO FLOOR MAT PROBLEMS WHILE AVOIDING FURTHER INVESTIGATION INTO OTHER POSSIBLE CAUSES. THE CONSUMERS WIFE WAS DRIVING THE VEHICLE, WHEN SUDDENLY THE ENGINE ROARED AND THE VEHICLE SHOT AHEAD, CRASHING OVER A LOW CEMENT WALL, KNOCKING DOWN A METAL RAIL FENCE, COMING TO REST ON TOP OF THE COLLAPSED FENCE WITH HER RIGHT FRONT WHEEL PARTIALLY SUBMERGED IN A BACKYARD POOL. BY THEN THE ENGINE HAD STALLED. \*JB UPDATED 01/12/10 \*BF THE CONSUMER ALSO STATED THE AIR BAG DID NOT DEPLOY. UPDATED 01/15/10 \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10286543  
**Date of Incident:** 20090724  
**Vehicle:** 2006 LEXUS ES330  
**Location of Incident:** FULSHEAR, TX

**NHTSA Summary:**  
WHEN APPROACHING 4-WAY STOP, BRAKES FAILED AND CAR ACCELERATED. CHANGED LANES TO MISS 3 CARS IN FRONT. CAR CONTINUED TO ACCELERATE, BRAKES DID NOT WORK. WENT ON SIDEWALK TO MISS ANOTHER CAR. WENT OVER CROSS STREET & ONTO MEDIAN. HIT SIGNS AND SMALL TREES. CAR CONTINUED ACCELERATING, WENT OVER OTHER SIDE OF CROSS STREET. UP ON GRASS, HITTING SIGNS AND SMALL TREES. HIT BRICK WALL HOLDING SHELL STATION SIGN. CAR STOPPED. AIR BAGS DEPLOYED IN MEDIAN. CAR WAS TOTALED, EVEN SUN ROOF BROKEN, ALL TIRES FLAT. DRIVER & PASSENGERS EXPERIENCED CUTS AND SEVERE BRUISES. WITNESS SAID BRAKE LIGHTS WERE ON BUT CAR CONTINUED TO GAIN SPEED. ACCIDENT NOT CAUSED BY FLOOR MAT. MY CAR DID NOT HAVE THEM. THERE'S A PROBLEM WITH THE ELECTRONIC THROTTLE CONTROL ASSOCIATED WITH THE CRUISE CONTROL SYSTEM & COMPUTER THAT CONTROLS THE ENGINE SPEED IN THE LEXUS ES AND IS MODELS. HUNDREDS OF PEOPLE HAVE EXPERIENCED ACCIDENTS WITH THESE CARS. DISAPPOINTED THAT NHTSA SIDES WITH TOYOTA AND ACCEPTS ITS COVERUP THAT IT'S A FLOOR MAT PROBLEM! SOMEONE AT NHTSA NEEDS TO INVESTIGATE THIS SERIOUS PROBLEM BEFORE HUNDREDS OF OTHERS ARE KILLED OR INJURED. TOYOTA HAS KNOWN ABOUT THIS PROBLEM FOR AT LEAST THREE YEARS. MY CAR IS NOT INCLUDED IN THE FLOOR MAT RECALL YET IT WENT INTO THE SAME UNCONTROLLED ACCELERATION AS HUNDREDS OF OTHER LEXUS CARS HAVE IN THE PAST FEW YEARS. WHAT DO WE HAVE TO DO TO GET THE NHTSA TO DO ITS JOB? \*TR. TL\*THE CONTACT OWNS A 2006 LEXUS ES330. WHILE DRIVING ON A RESIDENTIAL STREET AT 35 MPH HE APPROACHED THE INTERSECTION. HE ATTEMPTED TO ENGAGE THE BRAKE PEDAL AND WAS UNABLE TO STOP THE VEHICLE. TO AVOID CRASHING INTO A VEHICLE HEAD ON, HE CRASHED INTO THE CENTER BARRIER AND A STOP SIGN AT THE GAS STATION. THE VEHICLE STOPPED MOVING WHEN IT CRASHED INTO THE GAS STATION BRICK SIGN. THE DRIVER AND PASSENGER AIR BAGS DEPLOYED AND A TIRE BLOW OUT ALSO OCCURRED. THERE WERE NO INJURIES. THE INSURANCE

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COMPANY WILL INVESTIGATE THE FAILURE. THE CURRENT AND THE FAILURE MILEAGES WERE 32,000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:**  
**Date of Incident:** 20090725  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** FRESNO, CA

**NHTSA Summary:**  
SUA - VEHICLE STRUCK CEMENT PILLAR. MS. O'NEAL DESCRIBED AN INCIDENT THAT OCCURRED WHEN SHE WAS PULLING INTO A PARKING PLACE AND THE VEHICLE SUDDENLY ACCELERATED. THE CAR COLLIDED WITH A CONCRETE BARRIER CAUSING ABOUT \$5,000 WORTH OF DAMAGE TO THE VEHICLE. SHE SAID THERE HAVE BEEN SEVERAL OTHER OCCASIONS WHEN THE VEHICLE WOULD CONTINUE TO ACCELERATE AS SHE WAS PULLING INTO A PARKING LOT FROM THE ROADWAY. SHE SAID SHE WOULD APPLY THE BRAKES AND STOP THE ACCELERATION. SHE SAID SHE IS CERTAIN SHE IS NOT AT FAULT BECAUSE HER FOOT WAS COMPLETELY OFF THE ACCELERATOR. SHE ALSO SAID THAT A CO-WORKER WHO BORROWED HER VEHICLE REPORTED A SIMILAR INCIDENT. MS. O'NEAL SAID SHE IS STILL DRIVING THE VEHICLE AND IS UNABLE TO SELL IT BECAUSE IT WAS INVOLVED IN AN ACCIDENT AND SHE CANNOT GET A FAIR PRICE.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10279800  
**Date of Incident:** 20090803  
**Vehicle:** 2006 LEXUS GS300  
**Location of Incident:** SKOKIE, IL

**NHTSA Summary:**  
A FEW MONTHS AFTER I BOUGHT MY 2006 LEXUS GS300 IN JAN., 2006, I EXPERIENCED THE SUDDEN ACCELERATION OF MY CAR. I WAS PASSING A CAR AND WHEN I TOOK MY FOOT OFF OF THE GAS PEDAL IT CONTINUED TO ACCELERATE. I TRIED THE BRAKE BUT IT SEEMED FROZEN. IT DIDN'T MOVE AT ALL. I QUICKLY THREW THE CAR INTO NEUTRAL, AND AS I WAS ABOUT TO HIT THE CAR IN FRONT OF ME, I SHIFTED INTO PARK...IT WAS THE ONLY WAY TO GET THE CAR TO STOP. THEN I TURNED THE CAR OFF. THE FIRST TIME I ATTEMPTED TO START THE CAR BACK UP, IT RACED. ON THE SECOND ATTEMPT IT SEEMED TO START UP NORMALLY, AND I DROVE IT TO WORK. I TOOK THE CAR IN TO THE DEALER THE NEXT DAY. THEY SAID EVERYTHING CHECKED OUT FINE. THE OTHER EVENING 8/3/09, A LITTLE MORE THAN 3 YEARS AFTER THE FIRST INCIDENT, MY WIFE WAS DRIVING ON THE HIGHWAY, WITH ME IN THE PASSENGER SEAT. AS SHE WAS ACCELERATING, ALL OF A SUDDEN WHEN SHE TOOK HER FOOT OFF OF THE ACCELERATOR, THE PEDAL CONTINUED TO MOVE TOWARD THE FLOOR. IT GOT UP TO 80 MILES AN HOUR, WHEN SHE DID AS I DID, PUT IT IN NEUTRAL, PULL OVER ON THE SHOULDER, AND THROW IT INTO PARK. SHE WAS FRANTIC, CALLING THE CAR A "DEATHTRAP". I CALLED THE DEALER FOR A TOW AND WHEN I DESCRIBED WHAT HAPPENED, HE SAID IT WAS PROBABLY THE MATS. NO WAY. EVEN AFTER WE MOVED THE MAT COMPLETELY AWAY AND RESTARTED THE CAR, THE RPM'S RACED UP. EVEN THE TOW TRUCK DRIVER SAID THE CAR RACED AND "JUMPED" WHEN HE PULLED IT ONTO THE FLATBED. THE DEALER CALLED THE NEXT DAY AND SAID THE CAR IS FINE. I TOLD HIM I WANT THEM TO KEEP THE CAR UNTIL THEY FIGURE OUT THE PROBLEM AND FIX IT. I HAD A LOANER FOR A COUPLE DAYS AND THEN THE DEMANDED IT BACK. I SAID I DON'T WANT MY CAR BACK UNTIL IT'S FIXED OR THEY GIVE ME A NEW ONE. I CAN'T

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SUPPLY THE VIN RIGHT NOW BECAUSE THE CAR IS STILL AT THE DEALER, BUT I CAN GET IT. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10279787  
**Date of Incident:** 20090804  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** ANN ARBOR, MI

**NHTSA Summary:**  
I WAS DRIVING MY MOTHER'S 2005 TOYOTA CAMRY WHEN IT CRASHED INTO A TREE. WHEN THE CAR ACCELERATED RAPIDLY OVER ABOUT 10 FT. ON ITS OWN - NO FEET ON EITHER PEDAL. I WAS GOING VERY SLOWLY AT THE TIME AS I WAS TURNING AROUND AND HAD JUST PUT THE CAR INTO DRIVE FROM REVERSE. I KEPT TELLING MYSELF TO REMOVE MY FOOT FROM THE ACCELERATOR AND DID SO. SINCE THE CAR WAS POINTED SLIGHTLY UPHILL AT THE TIME, NO BRAKING SHOULD HAVE BEEN NEEDED. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10289857  
**Date of Incident:** 20090805  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** TORRANCE, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2004 TOYOTA CAMRY. THE CONTACT WAS TRAVELING IN A PARKING LOT AT LESS THAN 1 MPH. THERE WAS SLIGHT PRESSURE APPLIED TO THE ACCELERATOR PEDAL, FOLLOWED BY AN UNINTENDED INCREASE IN ACCELERATION. AFTER A FEW MINUTES PRESSURE WAS APPLIED TO THE BRAKE PEDAL WITH FORCE AND THE VEHICLE FAILED TO SLOW DOWN AND CRASHED INTO A TREE. THE POLICE AND AMBULANCE WERE NOT NOTIFIED. THE DRIVER SUSTAINED INJURY TO THE LEFT KNEE. THE CONTACT WAS ABLE TO DRIVE THE VEHICLE FROM THE SCENE WITH CAUTION. AN AUTO BODY COLLISION MECHANIC STATED THAT THERE WERE DAMAGES TO THE FRONT END OF THE VEHICLE WITH AN ESTIMATED REPAIR COST OF \$500.00. THE CONTACT HAD CONCERNS OF THE SAFETY RISK INVOLVED. THE FAILURE MILEAGE WAS 30,000. THE CURRENT MILEAGES WAS 43,000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10280119  
**Date of Incident:** 20090806  
**Vehicle:** 2008 TOYOTA 4RUNNER  
**Location of Incident:** MEDFORD, NY

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2008 TOYOTA 4RUNNER. THE CONTACT STATED THAT THE VEHICLE ACCELERATED UNINTENTIONALLY WHILE DRIVING 50 MPH. SHE HAD TO DEPRESS THE BRAKE PEDAL WITH SUCH FORCE THAT SHE DESTROYED THE ENTIRE BRAKING SYSTEM. THE DEALER HAD TO REPLACE THE ENTIRE BRAKING SYSTEM BECAUSE THE BRAKES WERE SO HOT THAT THEY DESTROYED THE ROTORS AND THE PADS. THE VEHICLE IS STILL AT THE DEALER AND THE CONTACT DOES NOT WANT TO PICK IT UP. THE VIN WAS UNKNOWN. THE FAILURE MILEAGE WAS 16,000.

**Additional Summary:**

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**Toyota ID No:**  
**NHTSA ODI No:** 10280248  
**Date of Incident:** 20090808  
**Vehicle:** 2005 SCION XA  
**Location of Incident:** SPRING VALLEY, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2005 TOYOTA SCION XA. WHILE DRIVING APPROXIMATELY 30 MPH, THE VEHICLE ACCELERATED AGGRESSIVELY. THE CONTACT DEPRESSED THE BRAKE PEDAL, BUT THE VEHICLE FAILED TO SLOW DOWN. THE GEAR WAS SHIFTED INTO NEUTRAL AND THE VEHICLE SLOWED DOWN. THE FAILURE OCCURRED WITHOUT WARNING. THE FAILURE RECURRED ON A SEPARATE OCCASION AND THE VEHICLE CRASHED INTO A BUILDING AND STRUCK A PEDESTRIAN. THE PEDESTRIAN WAS TRANSPORTED TO THE HOSPITAL AND THE POLICE WAS CALLED TO THE SCENE. A POLICE REPORT WAS FILED. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER FOR INSPECTION AND THEY STATED THAT THE REPAIRS WOULD COST \$2,500. THE VEHICLE IS IN THE PROCESS OF BEING REPAIRED. THE FAILURE AND CURRENT MILEAGES WERE 68,000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10290836  
**Date of Incident:** 20090809  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** FLORISSANT, MO

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2002 TOYOTA CAMRY. WHILE PULLING TO THE VALVOLINE SERVICE STATION TO GET AN OIL CHANGE THE VEHICLE ACCELERATED UNINTENTIONALLY AND DROVE THROUGH THE SERVICE BAY, THE GAS STATION, AND THEN ONTO A SIDE STREET. THE VEHICLE EVENTUALLY CAME TO A COMPLETE STOP. THE DEALER NOR THE MANUFACTURE WERE CONTACTED. SHE WAS PARKING HER VEHICLE WHEN THE SECOND FAILURE OCCURRED. CONSEQUENTLY SHE CRASHED INTO SEVERAL VEHICLES. THE FAILURE MILEAGE WAS 40945.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10285817  
**Date of Incident:** 20090810  
**Vehicle:** 2001 TOYOTA CAMRY SOLARA  
**Location of Incident:** NAPA, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2001 TOYOTA SOLARA. THE CONTACT STATED WHEN ENTERING A PARKING SPACE SHE EXPERIENCED UNINTENDED VEHICLE ACCELERATION. AS A CONSEQUENCE, SHE CRASHED INTO A BRICK WALL. HER VEHICLE RECEIVED \$3800.00 WORTH OF DAMAGE. THE CAUSE OF THE FAILURE WAS BECAUSE OF AN INTERFERENCE OF THE ACCELERATOR PEDAL AND THE FLOOR MAT. THE FAILURE AND CURRENT MILEAGES WERE UNKNOWN.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10285824  
**Date of Incident:** 20090812

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**Vehicle:** 2001 TOYOTA ECHO  
**Location of Incident:** OAKLAND, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2001 TOYOTA ECHO. WHILE ENTERING A RAMP AT 50 MPH, THE FLOOR MAT CAUSED THE ACCELERATOR PEDAL TO GET STUCK IN THE FULL OPEN POSITION. SHE WAS ABLE TO REMOVE THE FLOOR MAT AND AVOID A CRASH. THE FAILURE AND CURRENT MILEAGES WERE 67,000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10280296  
**Date of Incident:** 20090812  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** BEND, OR

**NHTSA Summary:**  
MY 2007 TOYOTA RAV4 4CYL 4 X 4 HESITATES FOR SEVERAL SECONDS WHEN I DEPRESS THE GAS PEDAL. THIS HAS BEEN GOING ON SINCE I BOUGHT THE VEHICLE NEW IN 2007, BUT HAS RECENTLY BEGIN TO GET WORSE. TODAY AS I ATTEMPTED TO PULL INTO TRAFFIC WITH MY WIFE AND TWO SMALL CHILDREN IN THE VEHICLE, IT HESITATED AND NEARLY GOT US INTO AN ACCIDENT.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10281512  
**Date of Incident:** 20090815  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** LANSDALE, PA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2010 TOYOTA PRIUS. WHILE DRIVING OVER LARGE AND SMALL SPEED BUMPS THE VEHICLE ACCELERATED WITHOUT WARNING. AS A CONSEQUENCE HIS RISK FOR SERIOUS INJURY AND CRASH WERE INCREASED. HE IS IN THE PROCESS OF HAVING THE VEHICLE INSPECTED TO DETERMINE THE CAUSE OF THE FAILURE. THE FAILURE AND CURRENT MILEAGES WERE 1,000. UPDATED 09/14/09 \*BF THE CONSUMER STATED ON 6 SEPARATE OCCASIONS, WITH 2 DIFFERENT DRIVERS, SUDDEN, BRIEF, UNEXPLAINED ENGINE ACCELERATION WAS EXPERIENCED WHEN A BUMP WAS HIT IN THE ROAD WHILE APPLYING THE BRAKES. THE DRIVER COULD HEAR THE ENGINE REV UP AND THERE WAS A SURGE OF POWER FROM THE ENGINE DESPITE HIS FOOT NOT BEING ON THE ACCELERATOR, BUT BEING ON THE BRAKE. IN EACH OF THE 6 INCIDENTS THE CONSUMER AND SECOND DRIVER WERE ABLE TO STOP SAFELY, BIT WERE PUT AT RISK OF AN ACCIDENT AND/OR INJURY DUE TO THE ERRONEOUS ACCELERATION. UPDATED 09.15.09. \*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10281553  
**Date of Incident:** 20090816  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** MONROVIA, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2004 TOYOTA CAMRY 4-CYLINDER VEHICLE WHICH WAS PURCHASED IN 2004. WHILE DRIVING SPEEDS OF LESS THAN 2 MPH THERE WAS AN UNEXPECTED SURGE AT 3,000 RPM'S, THE VEHICLE RAPIDLY ACCELERATED AND THE

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*Toyota Sudden Unintended Acceleration: Appendix A*

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CONTACT ALMOST CRASHED INTO THE GARAGE. AN INDEPENDENT MECHANIC STATED THAT THERE WAS A FAULTY COMPUTER CHIP IN THE GAS PEDAL. THE COMPUTER CHIP WAS REPLACED AT THE OWNER'S EXPENSE FOR \$750. THE MANUFACTURER ADVISED THE CONTACT THAT THEY WOULD CALL HIM BACK AFTER THEY SPOKE WITH MANAGEMENT. THE FAILURE AND CURRENT MILEAGES WERE APPROXIMATELY 26,000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10290818  
**Date of Incident:** 20090816  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** WATERBURY, CT

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2003 TOYOTA COROLLA. WHILE APPROACHING A STOP LIGHT BETWEEN 2 TO 10 MPH THE VEHICLE ACCELERATED PAST THE LIGHT WITHOUT INTENTION. THE VEHICLE WAS TAKEN TO THE DEALER, BUT THEY COULD NOT FIND THE PROBLEM. THE FAILURE MILEAGE WAS 105,000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10296093  
**Date of Incident:** 20090816  
**Vehicle:** 2007 TOYOTA HIGHLANDER  
**Location of Incident:** LA MESA, CA

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2007 TOYOTA HIGHLANDER. WHEN ENTERING A PARKING SPACE THE VEHICLE ACCELERATED FORWARD WITHOUT INTENTION. CONSEQUENTLY SHE CRASHED INTO A SIGN. THE VEHICLE WAS TAKEN TO THE DEALER. THE TECHNICIAN INSTALLED A SECONDARY HOOK TO SECURE THE FLOOR-MAT. THE FAILURE MILEAGE WAS 50398. THE CURRENT MILEAGE WAS 50998.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10292642  
**Date of Incident:** 20090826  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** DURHAM, NC

**NHTSA Summary:**

I WAS DRIVING ALONG A RESIDENTIAL STREET (35 MPH) AND I WAS STOPPED AT A STOPLIGHT. WHEN THE LIGHT CHANGED, I BEGAN ACCELERATING UPHILL. ONCE I REACHED MY DESIRED SPEED OF 35 MPH, I REMOVED MY FOOT FROM THE ACCELERATOR BUT THE CAR CONTINUED TO INCREASE IN SPEED (I WAS STILL TRAVELING UPHILL). I IMMEDIATELY PUT THE CAR INTO NEUTRAL, PULLED OFF TO THE SIDE OF THE ROAD, AND TURNED THE IGNITION OFF. FIFTEEN MINUTES LATER, I TURNED THE CAR BACK ON AND THE ENGINE IMMEDIATELY REVVED UP, ALTHOUGH MY FOOT WAS NOT ON THE ACCELERATOR, BASED ON THE SOUND OF THE ENGINE, I WOULD ESTIMATE THAT IT SURPASSED 4000 RPM. I TURNED THE CAR OFF AND 15 MINUTES LATER I TURNED THE CAR ON ONLY TO MEET WITH THE SAME RESULTS. WHEN THE TOW TRUCK DRIVER ARRIVED, HE NOTICED THAT THE THROTTLE VALVE WAS STUCK IN THE OPEN POSITION. HE CLOSED THE THROTTLE AND THIS FIXED THE PROBLEM. A FEW DAYS LATER, I BROUGHT THE CAR TO A TOYOTA DEALER. THEY TOLD ME THAT THERE WAS A KINK IN THE THROTTLE CABLE THAT MAY HAVE CAUSED IT TO GET STUCK. HOWEVER, THEY

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*Toyota Sudden Unintended Acceleration: Appendix A*

WERE NOT ABLE TO PROVIDE A DEFINITIVE DIAGNOSIS BECAUSE THE PROBLEM WAS NOT REPEATABLE AND, THEREFORE, DID NOT REPLACE THE CABLE. I HAVE HAD THE CAR FOR 6.5 YEARS AND THIS HAS ONLY HAPPENED TWICE (THE OTHER TIME WAS IN EARLY 2008 AND OCCURRED ON A HIGHWAY). IN LIGHT OF RECENT MEDIA REPORTS ON ACCELERATION PROBLEMS IN TOYOTAS, I MUST NOTE THAT I HAVE THE ORIGINAL FLOOR MATS AND THAT THEY ARE, AND ALWAYS HAVE BEEN, PROPERLY SECURED IN PLACE. I DID NOT NOTICE WHETHER OR NOT THE ACCELERATOR WAS STUCK, BUT I WAS ONLY TRAVELING 35 MPH, SO THE ACCELERATOR WAS NOT DEPRESSED ENOUGH TO GET CAUGHT UNDER THE FLOOR MAT. THE PARTS ARE STILL AVAILABLE SINCE I DID NOT REPLACE THE CABLE. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:**  
**Date of Incident:** 20090827  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** ELMHURST, NY

**NHTSA Summary:**

3 passengers injured - Driver was ticketed for unsafe lane change. Per accident report "the driver was on I-90 traveling westbound when change lanes unsafely from the driving lane to the passing lane at unsafe speeds resulted in losing control of the vehicle striking a tree in the median of the south side of the roadway."

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10283433  
**Date of Incident:** 20090831  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** WAYNESBORO, VA

**NHTSA Summary:**

I PURCHASED A 2003 TOYOTA CAMRY IN THE FALL OF 2002. ONE WEEK AFTER THE PURCHASE I WAS AT A STOP SIGN, WITH MY FOOT ON THE BRAKE, AND THE CAR SUDDENLY ACCELERATED. I TAPPED THE ACCELERATOR BUT THE ENGINE CONTINUED TO ACCELERATE WITH THE TACHOMETER READING NEARLY 9,000 RPM'S. I TURNED THE ENGINE OFF WITH THE IGNITION. THE NEXT DAY I CALLED MY DEALER (FITZGERALD TOYOTA, CHAMBERSBURG, PA.) AND REPORTED THE INCIDENT AND IT WAS SUGGESTED I HAD STEPPED ON THE ACCELERATOR VS. THE BRAKE. I DIDN'T ARGUE THE POINT AND THE CAR PERFORMED FINE UP UNTIL TWO WEEKS AGO WHEN THE SAME THING HAPPENED TWICE WITHIN THREE DAYS. I SPOKE WITH FITZGERALD TOYOTA YESTERDAY (JAY NEWCOMER) TO ASCERTAIN IF ANYONE ELSE HAD REPORTED A SIMILAR PROBLEM. I WAS TOLD FITZGERALD HADN'T HEARD ANYTHING ABOUT A PROBLEM WITH SUDDEN ACCELERATION. THIS MORNING I CHECKED ON THE INTERNET AND FOUND THIS PROBLEM WAS FAIRLY COMMON WITH TOYOTAS OF THAT YEAR PLUS OTHER YEAR'S MODELS. IS THE NHTSA AWARE OF A PROBLEM WITH TOYOTAS AND SUDDEN ACCELERATION? \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10297789  
**Date of Incident:** 20090901  
**Vehicle:** 2004 TOYOTA COROLLA  
**Location of Incident:** DANVERS, MA

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**NHTSA Summary:**

REGARDING SUDDEN ACCELERATION IN THE TOYOTA COROLLA: ALTHOUGH THIS PROBLEM HAS RECENTLY BEEN WIDELY REPORTED ON THE NEWS IN OTHER MODELS I HAVE EXPERIENCED DOZENS OF EVENTS IN THE TOYOTA COROLLA FOR AN ENTIRELY DIFFERENT REASON. THE SPACING BETWEEN THE BRAKE PEDAL AND THE ACCELERATOR IS SO CLOSE THAT ANYONE WHO HAS BIG FEET SUCH AS ME (I WEAR A MEN'S 12 WIDE SHOE) CAN EASILY HIT THE ACCELERATOR AT THE SAME TIME THE BRAKE IS HIT. THIS PROBLEM BECAME SUCH AN ISSUE FOR ME SINCE MY ELDERLY MOTHER OWNS 2 DIFFERENT TOYOTA COROLLA THAT I AVOID USING HER CARS WHENEVER POSSIBLE. HOWEVER BECAUSE SHE IS SO OLD AND CANNOT EASILY GET INTO CARS THAT ARE LOW TO THE GROUND BECAUSE OF THEIR SMALL WHEEL DIAMETERS I DO TAKE HER IN HER CAR AT TIMES. THERE IS HARDLY A SINGLE INSTANCE IN WHICH I DRIVE THE CAR THAT I DO NOT EXPERIENCE PROBLEMS. I ALSO TRIED ABOUT 5 YEARS AGO TO BUY MY OWN TOYOTA COROLLA BUT BEING AWARE OF THE PROBLEM I ASKED THE DEALER IF HE COULD MOVE THE BRAKE PEDAL AND HE TOLD ME THERE WAS NOTHING THAT COULD BE DONE. THIS CAR IS VERY DANGEROUS FOR ANYONE WITH FEET LARGER THAN THE NORMAL. I EXPECT THAT IN JAPAN THEY MUST HAVE SMALL FEET FOR CREATING SUCH A STUPID BLUNDER. THIS VEHICLE SHOULD BE REMOVED FROM THE ROAD. I EXPERIENCED THE PROBLEM IN MORE THAN ONE MODEL YEAR. MY MOTHER OWNS TWO DIFFERENT MODEL YEARS. THE CAR I TEST DROVE ON THE DEALERS LOT WAS ANOTHER MODEL YEAR. SO AT LEAST 3 DIFFERENT MODEL YEARS AFTER 2004 HAVE THE PROBLEM. IT CAN EASILY BE SEEN JUST BY LOOKING AT THE PEDAL SPACING. THIS BLUNDER IN DESIGN IS HARD TO BELIEVE SINCE IT IS SO STUPID. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10294347  
**Date of Incident:** 20090904  
**Vehicle:** 2006 TOYOTA TUNDRA  
**Location of Incident:** STATESVILLE, NC

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2006 TOYOTA TUNDRA. WHILE DRIVING 5 MPH INTO A PARKING LOT, THE ACCELERATOR PEDAL BECAME STUCK. THE VEHICLE UNCONTROLLABLY ACCELERATED OVER A CURB AND CRASHED INTO A BUILDING. THE CONTACT WAS APPLYING EXTREME PRESSURE TO THE BRAKE PEDAL; HOWEVER, THE VEHICLE WOULD NOT STOP. HE WAS FORCED TO SHIFT GEARS INTO NEUTRAL, REACH DOWN AND PULL THE PEDAL FROM THE FLOOR. THERE WERE NO INJURIES. THE VEHICLE WAS DRIVEN TO THE DEALER AND TESTED; YET, THE DEALER STATED THAT THERE WAS NOTHING WRONG WITH THE VEHICLE. THE DEALER ALSO TESTED THE MICRO CHIP IN THE ENGINE AND IT REGISTERED THERE WERE NO FAILURES. THE FAILURE MILEAGE WAS 29,828.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10285021  
**Date of Incident:** 20090908  
**Vehicle:** 2007 TOYOTA HIGHLANDER  
**Location of Incident:** GALENA, MO

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2007 TOYOTA HIGHLANDER. THE CONTACT STATED THAT WHEN ATTEMPTING TO EXIT A PARKING SPACE, THE ALL WEATHER FLOOR MATS THAT HE PURCHASED IN 2007 CAUSED THE ACCELERATOR PEDAL TO STICK. AS A

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*Toyota Sudden Unintended Acceleration: Appendix A*

CONSEQUENCE HE CRASHED INTO SEVERAL TREES. THE VEHICLE WAS COMPLETELY DESTROYED. HE AND THREE OTHER OCCUPANTS WERE INJURED. THE MANUFACTURER AND THE DEALER WERE BOTH NOTIFIED. THE CURRENT AND FAILURE MILEAGES WERE 41,212.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10289197  
**Date of Incident:** 20090915  
**Vehicle:** 2007 LEXUS RX350  
**Location of Incident:** DAYTON, OH

**NHTSA Summary:**

2007LEXUS 350 RX -AT LEAST 3 TIMES IT HAS ENGAGED IN SUDDEN ACCELERATION. THE DEALER TOLD ME THEY COULD FIND NOTHING WRONG. NOW I FIND THAT IT IS A COMMON OCCURRENCE. PLEASE REGISTER MY NAME TO THOSE HAVING HAD SAFETY PROBLEMS. THERE HAS BEEN NO ACCIDENT (YET)! \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10293724  
**Date of Incident:** 20090916  
**Vehicle:** 2006 TOYOTA HIGHLANDER  
**Location of Incident:** FRESH MEADOWS, NY

**NHTSA Summary:**

I WAS IN A PARKING LOT, MADE A RIGHT TURN TO PULL INTO A PARKING SPACE. I SLOWED DOWN BUT IT SEEMED THE CAR ACCELERATED. IN A MATTER OF SECONDS, THE CAR WENT THROUGH A ROW OF BUSHES AND SLAMMED INTO A TREE. THE ENTIRE FRONT END OF THE CAR HAD TO BE REPLACED. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10284961  
**Date of Incident:** 20090916  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** DIX HILLS, NY

**NHTSA Summary:**

ON THREE OCCASIONS, WHILE DRIVING ON CLEAN, DRY ROAD SURFACES, MY 2010 PRIUS SUDDENLY AND BRIEFLY ACCELERATED WITHOUT ANY WARNING AFTER I DROVE OVER MINOR BUMPS AND, ONE OCCASION, A MANHOLE COVER, WHILE BRAKING. THE SENSATION WAS THAT OF THE ENGINE SUDDENLY SURGING AND ACCELERATING. I WAS FORTUNATELY ABLE TO APPLY HARDER PRESSURE TO THE BRAKE PEDAL, REGAINED CONTROL OF THE VEHICLE AND AVOIDED CRASHING INTO THE CAR IN FRONT OF ME. I SPOKE WITH A TOYOTA FIELD TECHNICAL SPECIALIST TODAY WHO TOLD ME THAT THE MECHANICS OF THE CAR ARE SUCH THAT IF A WHEEL HITS A BUMP OR MOVES ONTO A SURFACE THAT CAUSES IT TO ROTATE AT A DIFFERENT RATE VERSUS THE OTHER WHEELS, THE CAR THINKS IT IS GOING INTO A SKID, AND THE ABS SYSTEM KICKS IN. ALSO, THE SYSTEM THAT GENERATES ENERGY TO RECHARGE THE BATTERY, WHICH ALSO EFFECTIVELY BRAKES THE CAR, SUDDENLY CEASES TO OPERATE. CONSEQUENTLY, YOU HAVE THE SENSATION OF ACCELERATION WHEN IN FACT, ACCORDING TO THE TOYOTA SPECIALIST, THE CAR STOPPED DECELERATING. NONETHELESS, THIS SUDDEN DECELERATION IS UNEXPECTED, AND IF I WAS NOT FOCUSED AT THOSE EXACT MOMENTS AND FAILED TO IMMEDIATELY APPLY SIGNIFICANT PRESSURE TO THE BRAKE

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*Toyota Sudden Unintended Acceleration: Appendix A*

PEDAL, I COULD HAVE EASILY CRASHED INTO AN OBJECT, OR CAR, OR PERSON, IN FRONT OF ME. I DO NOT FEEL SAFE IN THIS CAR, AND AM WORRIED THAT MY WIFE OR SON COULD HAVE A MAJOR PROBLEM RESPONDING TO THIS SUDDEN LACK OF CONTROL. THERE IS GREAT POTENTIAL FOR SERIOUS INJURY OR DEATH FROM THIS TYPE OF INCIDENT. MY CAR IS ABOUT 1 MONTH OLD, WITH 1,250 MILES ON IT. I UNDERSTAND FROM THE SPECIALIST THAT TOYOTA DEALERSHIPS ON LONG ISLAND HAVE HAD AT LEAST ONE OTHER SIMILAR COMPLAINT. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10292844  
**Date of Incident:** 20090917  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** RIVERSIDE,, CA

**NHTSA Summary:**

MY WIFE WAS PULLING INTO THE GARAGE AND THE AUTOMOBILE JUST TOOK OFF. LUCKILY SHE WAS STOPPED BY THE END OF THE CARPORT BY CONCRETE STEPS. SECOND, MY WIFE AND GRANDCHILD WERE AT SHOPPING CENTER. MY WIFE WAS BACKING OUT OF A PARKING SPACE AND THE CAR, AS BEFORE, JUST TOOK OFF AT FULL THROTTLE. THIS TIME SHE WENT INTO A 180 DEGREE SPIN AND STRUCK THREE OTHER AUTOS, WITH EXTENSIVE DAMAGES TO OUR CAT AND OTHERS. WE HAVE TAKEN THE AUTOMOBILE TWO TIMES TO THE DEALER AND THEY SAY THEY FIND NOTHING WRONG, BEING THAT THIS CONDITION HAS HAPPENED TWICE, SO FAR, BOTH MY WIFE AND I ARE VERY CONCERNED AND WOULD LIKE THIS PROBLEM SOLVED. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10297706  
**Date of Incident:** 20090917  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** HOUSTON, TX

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2004 TOYOTA CAMRY. SHE STATED THAT WHILE DRIVING NOT MORE THAN 5 MPH THE VEHICLE ACCELERATED ON ITS OWN WHILE HER FOOT WAS ON THE BRAKE PEDAL. THE VEHICLE CRASHED INTO HER GARAGE AND A TREE. THE VEHICLE WAS DESTROYED. THE CONTACT SUSTAINED MINOR INJURIES AFTER SHE HIT THE STEERING WHEEL DURING THE CRASH. SHE WAS TRANSPORTED TO A HOSPITAL. THE AIR BAGS DID NOT DEPLOY. THE DEALER WAS CONTACTED, HOWEVER, THE RECORDING MADE IT IMPOSSIBLE FOR TO SPEAK WITH SOMEONE. NO REPAIRS WERE MADE. THE INSURANCE COMPANY WAS NOTIFIED. THE FAILURE AND CURRENT MILEAGE WERE 45000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10288966  
**Date of Incident:** 20090918  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** JAMAICA PLAIN, MA

**NHTSA Summary:**

MY NEW 2010 PRIUS ACCELERATED ON ITS OWN AS I WAS BRAKING AND SLOWLY APPROACHING THE CAR IN FRONT OF ME THAT WAS STOPPED AT A STOP LIGHT QUITE SOME DISTANCE AWAY. MY CAR HAD ALMOST COME TO A COMPLETE STOP WHEN SUDDENLY THE ENGINE REVVED ON ITS OWN AS MY FOOT WAS STILL ON THE BRAKE. I

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*Toyota Sudden Unintended Acceleration: Appendix A*

HAD TO PRESS DOWN SO HARD ON THE BREAK TO KEEP IT FROM SURGING FORWARD THAT THE ABS LIGHT CAME ON AND THEN THE CAR'S REV WENT DOWN ON ITS OWN AND ALL WAS BACK TO NORMAL AND HADN'T HAPPENED AGAIN SINCE. I BROUGHT THE CAR TO THE DEALER AND THEY KEPT IT FOR TWO DAYS BUT DIDN'T FIND ANYTHING WRONG WITH IT. I HAVE TWO SMALL CHILDREN AND BOUGHT THIS CAR FOR A NUMBER OF REASONS, SAFETY BEING ONE OF THE IMPORTANT ONES. I AM NO LONGER FEELING SAFE. THIS WAS NOT THE FLOOR MATS, OR A SUDDEN STOP MISTAKING ONE PEDAL FOR ANOTHER, OR ANY OTHER FORM OF DRIVER ERROR. THIS WAS THE CAR! PLEASE HELP TO DISCOVER THE CAUSE AND MAKE TOYOTA FIX IT BEFORE SOMEONE GETS HURT OR KILLED. THANK YOU, CHRIS TOPPIN \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10292225  
**Date of Incident:** 20090919  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** SKOKIE, IL

**NHTSA Summary:**

I WAS SLOWLY PULLING INTO A PARKING SPOT AT THE MALL AND THE CAR SUDDENLY ACCELERATED AND I CRASHED INTO A TREE. THE ENGINE SOUNDED LIKE IT WAS DRIVING 100MPH. I CALLED THE TOYOTA DEALER AND THEY SAID IT WAS PROBABLY DUE TO THE CAR MATS. I DON'T BELIEVE THAT BECAUSE MY MATS WERE IN PLACE AFTER THE CRASH. THERE WAS MAJOR DAMAGE TO THE CAR AND THE TREE.\*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10290973  
**Date of Incident:** 20090920  
**Vehicle:** 2007 TOYOTA HIGHLANDER  
**Location of Incident:** DOWNERS GROOVE, IL

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2007 TOYOTA HIGHLANDER HYBRID. WHEN APPLYING PRESSURE TO THE BRAKE PEDAL, THE ENGINE WOULD INTERMITTENTLY REV, AND THE VEHICLE WOULD NOT DECELERATE. HE SPECULATED THAT THE ENGINE CONTROL SYSTEM FAILED. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER FOR INSPECTION. THE TECHNICIAN STATED THERE WAS NO DIAGNOSTIC TESTING EQUIPMENT AVAILABLE TO DETECT THE MALFUNCTION. THE FAILURE MILEAGE WAS 40,000. THE CURRENT MILEAGE WAS 40,076.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10286022  
**Date of Incident:** 20090923  
**Vehicle:** 2003 TOYOTA RAV4  
**Location of Incident:** MOUNT PROSPECT, IL

**NHTSA Summary:**

**NHTSA COMPLAINT:**

TL\*THE CONTACT OWNS A 2003 TOYOTA RAV4. WHILE DRIVING IN REVERSE, THE VEHICLE BEGAN TO HESITATE. THE CONTACT LIGHTLY ENGAGED THE BRAKE PEDAL AND THE VEHICLE CONTINUED TO HESITATE. THE CONTACT ALSO APPLIED PRESSURE TO THE BRAKE PEDAL AND THE VEHICLE ACCELERATED IN REVERSE AT A HIGHER SPEED. THE FAILURE CAUSED THE CONTACT TO CRASH INTO A VEHICLE, A TREE, AND A POLE

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WHICH ALSO CAUSED THE PASSENGER SIDE WINDOW TO SHATTER. THE SHATTERED GLASS WAS LOADED IN THE CONTACT'S NOSE AND HE WAS TAKEN TO THE EMERGENCY ROOM. THE CONTACT CANNOT CONFIRM IF THE FLOOR MATS CAUSED THE FAILURE TO OCCUR. THE VEHICLE HAS NOT BEEN INSPECTED TO DETERMINE IF IT WAS DESTROYED. THE CURRENT AND FAILURE MILEAGE WERE 73,000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10293497  
**Date of Incident:** 20090925  
**Vehicle:** 2006 TOYOTA COROLLA  
**Location of Incident:** DERRY, NH

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2006 TOYOTA COROLLA. WHILE ENTERING A PARKING SPACE THE VEHICLE SUDDENLY ACCELERATED WITHOUT INTENTION. CONSEQUENTLY SHE REAR-ENDED ANOTHER VEHICLE, AND THEN STRUCK A TELEPHONE POLE. THE VEHICLE WAS COMPLETELY DESTROYED, AND NONE OF THE AIR BAGS DEPLOYED. A POLICE REPORT WAS FILED. THE VEHICLE WAS TOWED AWAY FROM THE CRASH SITE. THE FAILURE MILEAGE WAS 80,000. UPDATED 12/07/09 \*BF UPDATED 12/07/09 \*JB

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10286282  
**Date of Incident:** 20090926  
**Vehicle:** 2007 TOYOTA 4RUNNER  
**Location of Incident:** WAYNE, PA

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2007 TOYOTA 4 RUNNER. WHILE DRIVING 45 MPH THE VEHICLE ACCELERATED TO 90 MPH. HE HAD TO DRIVE OVER GRASS AND SMALL SHRUBS TO DECELERATE. THE VEHICLE WAS TOWED TO THE DEALER FOR INSPECTION. THE TECHNICIAN COULD NOT DUPLICATE THE FAILURE, THEREFORE THEY COULD NOT PROVIDE A REMEDY. THE FAILURE AND CURRENT MILEAGES WERE 23,000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10285353  
**Date of Incident:** 20090926  
**Vehicle:** 2001 TOYOTA SIENNA  
**Location of Incident:** GLENDALE, AZ

**NHTSA Summary:**

THANK YOU IN ADVANCE FOR YOUR CONSIDERATION OF THIS COMPLAINT. MY WIFE AND CHILDREN WERE NEARLY INVOLVED IN A SERIOUS ACCIDENT YESTERDAY DUE TO SUDDEN UNCONTROLLED ACCELERATION IN OUR MINIVAN. BEFORE YOU EVEN CONSIDER THAT IT MAY BE DRIVERS ERROR, AS EVIDENCED BY THE MYRIAD OF DISCUSSION ON THIS MATTER ON THE INTERNET, THE PROBLEM WAS CONFIRMED BY THE TOW TRUCK DRIVER AND ME. THE VAN CURRENTLY IS STUCK IN FULL ACCELERATION UPON STARTING--I TESTED THIS NUMEROUS TIMES YESTERDAY AND TODAY. THERE IS NO OBSTRUCTION TO THE THROTTLE CABLE, PEDAL, NOR A FLOOR MAT ISSUE. I HAVE CLEARLY CHECKED THESE ITEMS. THERE ARE NUMEROUS SIMILAR COMPLAINTS ONLINE BUT APPARENTLY THEY HAVE NOT BEEN ACKNOWLEDGED/ADDRESSED BY TOYOTA OR NHTSA. THANKS. \*TR

**Additional Summary:**

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*Toyota Sudden Unintended Acceleration: Appendix A*

**Toyota ID No:**  
**NHTSA ODI No:** 10293025  
**Date of Incident:** 20090927  
**Vehicle:** 2003 TOYOTA AVALON  
**Location of Incident:** CLARKSTON, MI

**NHTSA Summary:**

AT 70MPH CAR WILL ACCELERATE APROX. 5MPH, THEN DROP BACK TO 70MPH UPON EXITING THE FREEWAY, THE CAR WOULD NOT DECELERATE LOWER THAN 40MPH. I APPLIED BRAKES, PUT CAR IN NEUTRAL, AND TURNED ENGINE OFF. UPON RESTARTING, OPERATION RETURNED TO NORMAL. THIS SAME DEFECT HAS OCCURRED TWICE. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10286055  
**Date of Incident:** 20090927  
**Vehicle:** 2007 LEXUS RX350  
**Location of Incident:** TINLEY PARK, IL

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 LEXUS RX350. THE FLOOR MATS HAVE A TENDENCY TO MAKE CONTACT WITH THE ACCELERATOR PEDAL. THE MALFUNCTION OCCURRED AT A CAR WAS AND THE CONTACT WAS FORCED TO SHUT THE ENGINE OFF AND REMOVE THE FLOOR MATS. THE FAILURE MILEAGE WAS 75,000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10285775  
**Date of Incident:** 20090929  
**Vehicle:** 2003 TOYOTA CAMRY SOLARA  
**Location of Incident:** CLINTON, MD

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2003 TOYOTA SOLARA. THE ALL WEATHER FLOOR MATS INTERFERED WITH THE ACCELERATOR PEDAL. AS A CONSEQUENCE, HER RISK FOR A VEHICLE CRASH WAS INCREASED. THE DEALER AND THE MANUFACTURER HAVE NOT BEEN NOTIFIED. THE VEHICLE IDENTIFICATION NUMBER WAS UNAVAILABLE. THE FAILURE AND CURRENT MILEAGES WERE 74,000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10290297  
**Date of Incident:** 20090930  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** NEWTOWN, PA

**NHTSA Summary:**

RE: 2010 PRIUS. WHEN BRAKING OVER A POTHOLE, THE CAR SURGED FORWARD SUDDENLY (SUDDEN ACCELERATION DESPITE BRAKING). \*TR

**Additional Summary:**

**Toyota ID No:**

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*Toyota Sudden Unintended Acceleration: Appendix A*

**NHTSA ODI No:** 10290810  
**Date of Incident:** 20091001  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** OWINGS MILLS, MD

**NHTSA Summary:**  
I HAVE A 2010 TOYOTA PRIUS AND IT ACCELERATES RANDOMLY. USUALLY WHEN I PUSH ON THE BRAKE A LITTLE BIT, BUT NOT ALL THE WAY, IT WILL JUMP FORWARD AND ACCELERATE. I HEARD ABOUT THE ISSUES WITH THE MAT AND I REMOVED THE MAT MONTHS AGO. ITS IS STILL UNINTENTIONALLY ACCELERATING. IT HAS HAPPENED MAY 6 TIMES SINCE I BOUGHT THE CAR IN JULY. I AM SCARED TO DRIVE IT AND HAVE BEEN DRIVING MY SPARE CAR UNTIL SOMETHING IS DONE BY TOYOTA OR SOMEONE ELSE THAT CARES ABOUT THE SAFETY OF DRIVERS. \*TR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10293723  
**Date of Incident:** 20091006  
**Vehicle:** 2005 TOYOTA 4RUNNER  
**Location of Incident:** LOS ANGELES, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2005 TOYOTA 4 RUNNER. SHE STATED THAT WHILE MAKING A LEFT TURN INTO A PARKING SPACE, THE VEHICLE SUDDENLY ACCELERATED, LEAPED FORWARD AND CRASHED INTO A BRICK WALL. THE TOYOTA DEALER WAS UNABLE TO DUPLICATE THE FAILURE. THE IDENTICAL FAILURE OCCURRED PREVIOUSLY; HOWEVER, IT DIDNT RESULT IN A CRASH. NO REPAIRS HAD BEEN MADE TO CORRECT THE FAILURE. THE VIN WAS NOT AVAILABLE. THE CURRENT AND FAILURE MILEAGES WERE UNDER 35,000.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10290947  
**Date of Incident:** 20091006  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** MIAMI, FL

**NHTSA Summary:**  
I AM WRITING THIS LETTER ON BEHALF OF MY MOTHER. SHE DRIVES A 2002 TOYOTA CAMRY. LAST WEEK SHE INFORMED ME THAT HER CAR DID IT AGAIN AND THAT SHE IS AFRAID TO DRIVE THE CAR. WELL, I DIDNT FULLY UNDERSTAND WHEN SHE SAID HER CAR WOULD SOMETIMES ACCELERATE IN BURSTS UNTIL I SAW NIGHTLINE LAST NIGHT REGARDING THE TOYOTA RUN-AWAY CAR ISSUE. HERE ARE THE INCIDENTS THAT HAVE HAPPENED TO MY MOM: 1)ON THE MORNING OF SEPTEMBER 3, 2009, SHE WAS BACKING OUT OF HER SPACE AT A SUPERMARKET PARKING LOT AND THE CAR BACK OUT REALLY FAST. SHE WAS SO AFRAID THAT SHE WAS GOING TO HIT SOMEONE. LUCKILY, NO ONE WAS BEHIND HER SO NO ONE GOT HURT. SHE TRIED APPLYING THE BRAKES TO NO AVAIL AND THEN TRIED MOVING THE GEARS AND EVENTUALLY THE CAR STOPPED. 2)ON SEPTEMBER 20, 2009, SHE WAS BACKING OUT FROM HER HOME AND THE CAR TOOK OFF AND WENT BACK REALLY FAST AND THEN SPUN AROUND AND THEN HIT A TREE ACROSS THE STREET IN THE NEIGHBORHOOD. SHE HIT THE BRAKE PEDAL BUT THE CAR DID NOT STOP. SHE THEN TURNED THE IGNITION OFF AND THE CAR EVENTUALLY STOPPED. 3)ON OCTOBER 6, 2009, SHE WAS BACKING OUT FROM GETTING HER HAIR DONE AND THE CAR ACCELERATED, TURNED AROUND AND WENT TOWARDS THE HOUSE ACROSS THE STREET AND THEN WENT STRAIGHT INTO THE BACKYARD OF

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*Toyota Sudden Unintended Acceleration: Appendix A*

THE HOUSE--HITTING THE SIDE OF THE HOUSE ALONG THE WAY. THE CAR WAS OUT OF CONTROL. THE BRAKES DIDNT WORK. THE CAR BROKE DOWN THE CLOTHES LINE. THANK GOD THAT NEITHER SHE, THE PASSENGER, NOR THE OWNER OF THE HOUSE GOT HURT. THE OWNER OF THE HOUSE WAS UNDER A CAR - FIXING IT IN THE BACKYARD. HAD HE NOT BEEN UNDER THE CAR, SHE FELT SURE THAT THE CAR WOULD HAVE HIT HIM. 4)ON OCTOBER 27, 2009 SHE WAS DRIVING ABOUT 40 MILES PER HOUR WHEN THE CAR JUST TOOK OFF GOING REALLY FAST. SHE TOOK HER FEET OFF OF THE GAS PEDAL AND TRIED TO USE THE BRAKES. THATS WHEN SHE TOLD ME THAT SHE WAS SO SCARED AND DIDNT WANT TO DRIVE THE VEHICLE ANYMORE. \*TR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:**  
**Date of Incident:** 20091006  
**Vehicle:** 9999 TOYOTA YARIS

**Location of Incident:**  
**NHTSA Summary:**  
UK accident  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10295872  
**Date of Incident:** 20091009  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** MONROE TOWNSHIP, NJ

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2005 TOYOTA CAMRY. WHILE EXITING A PARKING LOT, THE VEHICLE BEGAN TO ACCELERATE WITHOUT INTENTION. AFTER REPEATED BRAKE APPLICATION THE VEHICLE WOULD NOT STOP. CONSEQUENTLY HE CRASHED THROUGH A FENCE AND THEN INTO A BUILDING. THE AIR BAGS DID DEPLOY. HOWEVER HE AND HIS WIFE WERE INJURED (HIS WIFE HAD A FRACTURED VERTEBRAE AND OTHER ISSUES) AS A RESULT OF THE FAILURE. A POLICE REPORT WAS TAKEN. THE VEHICLE WAS COMPLETELY DESTROYED. THE MANUFACTURER WAS NOTIFIED, AND REPRESENTATIVE WAS SENT TO INSPECT THE BRAKES. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 25,000.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10299720  
**Date of Incident:** 20091010  
**Vehicle:** 2003 TOYOTA AVALON  
**Location of Incident:** RALEIGH, NC

**NHTSA Summary:**  
CAR ACCELERATES ON ITS OWN. THERE ARE NO FLOOR MATS IN DRIVER SIDE OF CAR. HAPPENED A TOTAL OF THREE TIMES SINCE 2005. MILAGE ON FIRST OCCURANCE ABOUT 30000 ON LAST OCCURANCE 70000.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10289099

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**Date of Incident:** 20091012  
**Vehicle:** 2002 TOYOTA CAMRY SOLARA  
**Location of Incident:** SINKSBURG, MD

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2002 TOYOTA CAMRY SOLARA. THE FLOOR-MATS ARE SHIFTING UNDER THE ACCELERATOR PEDAL. THE MATS WERE EXCHANGED TWICE. THE DEALER WAS NOTIFIED, AND A TECHNICIAN ADVISED HER TO REMOVE THE DRIVER-SIDE FLOOR-MAT. HER VEHICLE WAS NOT INCLUDED IN THE TOYOTA FLOOR-MAT RECALL. THE FAILURE MILEAGE WAS 119,732.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10294241  
**Date of Incident:** 20091012  
**Vehicle:** 2005 TOYOTA MATRIX  
**Location of Incident:** WOODBRIDGE, VA

**NHTSA Summary:**  
WHILE DRIVING MY 2005 TOYOTA MATRIX WITH 40,000 MILES, I WAS PULLING INTO A PARKING SPACE. CAR WAS NOT EVEN GOING 1 MILE AN HOUR, HAD TAKEN MY FOOT OFF OF THE GAS PEDAL, DID NOT EVEN HAVE A CHANCE TO PUT MY FOOT ON THE BRAKES, WHEN THE CAR SUDDENLY ACCELERATED, MADE A NOISE, JUMPED THE CURB AND SMASHED INTO A BUILDING. THE CAR HAD \$3,000 WORTH IN DAMAGES LEAVING A CRACK IN THE BRICK WALL OF THE BUILDING CAUSING STRUCTURAL DAMAGE. THE SUDDEN, UNINTENDED ACCELERATION HAD NOTHING TO DO WITH THE FLOOR MAT. NOTHING HAS BEEN DONE TO CORRECT THE FAILURE AS TOYOTA WOULD NOT ADDRESS THE ISSUE AT ALL, SAYING THAT THE MATRIX WAS NOT PART OF THE RECALL. TOYOTA HAS NOT ACCOMMODATED ME AT ALL WITH THIS INCIDENT. I AM TERRIFIED WHEN I DRIVE NOW THAT IT WILL HAPPEN AGAIN, NOT TO MENTION THE WORTH OF THE CAR BECAUSE OF THE ACCIDENT. DUE TO THIS I AM LOOKING FOR ANOTHER VEHICLE. \*TR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10291212  
**Date of Incident:** 20091013  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** FORT WORTH, TX

**NHTSA Summary:**  
I BOUGHT A 2010 PRIUS IN SEPTEMBER 2009. IN OCTOBER, I DROVE OVER A POTHOLE THAT WAS ABOUT 6 INCHES DEEP AND COVERED THE ENTIRE WIDTH OF THE LANE. HERE IS WHAT IT FELT LIKE HAPPENED: WHEN THE BACK WHEELS HIT THE BOTTOM OR THE TOP OF THE POTHOLE, MY CAR SUDDENLY ACCELERATED AND I HAD A VERY DIFFICULT TIME STOPPING IT. I MANAGED TO NOT CRASH INTO THE CAR IN FRONT OF ME, BUT JUST BARELY. IT HASNT HAPPENED SINCE. THE POTHOLE WAS APPARENTLY THE RESULT OF WORK ON THE ROAD, B/C IT WAS SQUARED, LIKE THE PAVEMENT HAD BE INTENTIONALLY CUT. \*TR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10291666  
**Date of Incident:** 20091016  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** OAKDALE, CA

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*Toyota Sudden Unintended Acceleration: Appendix A*

**NHTSA Summary:**  
HL. I HAVE A 2005 TOYOTA CAMRY. I READ A RECENT ARTICLE REGARDING THE LEXUS AND TOYOTA HAVING UNEXPECTED ACCELERATION. THIS HAS HAPPENED TO ME 3 TIMES IN THE LAST 30 DAYS. THE FIRST COUPLE OF TIMES I WAS COMING TO A STOP AT A STOP SIGN AND AT A RED LIGHT. I WAS APPLYING MY BRAKES AND THE CAR SUDDENLY ACCELERATED FOR A COUPLE OF SECONDS. I HAD TO PUT A LOT MORE PRESSURE ON THE BRAKES TO STOP. THE THIRD INCIDENT HAPPENED IN A PARKING LOT. I PULLED IN THE LOT BEHIND ANOTHER CAR AND WAS APPLYING THE BRAKES. I WAS STOPPED WITH THE BRAKES APPLIED AND SUDDENLY THE CAR ACCELERATED. LUCKILY I STILL HAD MY FOOT ON THE BRAKES OTHERWISE I WOULD HAVE HIT THE CAR IN FRONT OF ME. I DID, HOWEVER BURN RUBBER AS THE TIRES SPUN WHILE I HAD TO PRESS DOWN HARD ON THE BRAKES. I TOOK IT IN TO MY MECHANIC. THEY CALLED A TOYOTA DEALERSHIP IN MODESTO, CA TO SEE IF THERE WAS A RECALL FOR THIS PROBLEM OR IF THEY HAD HEARD OF A SIMILAR TYPE PROBLEM. THEY SAID THERE WAS NO RECALL FOR THIS PROBLEM AND WERE NOT AWARE OF OTHER INCIDENTS. TO ME THIS WAS A VERY SCARY SITUATION. WHEN YOU APPLY THE BRAKES YOU WOULD EXPECT TO STOP, NOT HAVE THE CAR ACCELERATE. THIS COULD VERY EASILY RESULT IN A CRASH. \*TR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10292918  
**Date of Incident:** 20091017  
**Vehicle:** 2007 TOYOTA SIENNA  
**Location of Incident:** RUSSELL, PA

**NHTSA Summary:**  
ON OCTOBER 17TH, 2009, WHILE PULLING INTO THE PARKING LOT OF MCDONALD'S, MY VAN SUDDEN ACCELERATED AS I ENTERED THE PARKING SPACE, THE MOTOR WAS ROARING. I WOULD HAVE BEEN TURNING INTO MY SPACE, MY FOOT WOULD HAVE BEEN OVER THE BRAKE AND I MAY HAVE STARTED TO PRESS THE BRAKE. WHEN THE VEHICLE SURGED FORWARD, THINKING MY FOOT WAS ON THE GAS, I IMMEDIATELY MOVED IT FURTHER TO THE LEFT AND PRESSED THE BRAKE TO THE FLOOR. I REMEMBER THINKING THIS THING ISNT SLOWING DOWN ONE BIT NOR WAS IT STOPPING, IT FELT POSSESSED. IT SLAMMED INTO A HEAVY DUTY VAN, ROCKING IT HARD AND DOING CONSIDERABLE DAMAGE TO OUR VAN. I DID TELL THE OFFICER AT THE SCENE THAT I MUST HAVE HAD MY FOOT ON THE GAS, IT WAS THE ONLY THING THAT MADE LOGICAL SENSE TO ME AT THE TIME. IN REPLAYING THE EVENTS IN MY MIND, I WAS SURE MY FOOT WAS OVER THE BRAKE, AND THAT I DIDNT PRESS ANYTHING HARD UNTIL AFTER THE VEHICLE ACCELERATED, AFTER I MOVED MY FOOT FURTHER TO THE LEFT. I HAVE SINCE AMENDED MY REPORT WITH THE OFFICER AT THE SCENE AND MY INSURANCE COMPANY. THE FRONT-END DAMAGE ON THE VAN HAS BEEN REPAIRED. ON NOVEMBER 17TH A TECHNICAL SPECIALIST FROM TOYOTA WENT OVER THE VAN. THEY RELEASED THE VAN BACK TO US WITHOUT TELLING US ANYTHING. MY PAST HISTORY WILL SHOW I AM A SAFE DRIVER AND I DO NOT PANIC EASILY. \*TR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10291057  
**Date of Incident:** 20091018  
**Vehicle:** 2004 TOYOTA RA4V  
**Location of Incident:** TUCSON, AZ

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TL\* THE CONTACT OWNS A 2004 TOYOTA RAV4. WHILE DRIVING 35 MPH HIS VEHICLE ACCELERATED TO A HIGH SPEED, AND WOULD NOT DECELERATE. CONSEQUENTLY HE CRASHED INTO A POLE. SHE SUSTAINED MULTIPLE INJURIES AND WAS HOSPITALIZED. THE POLICE WERE STILL CONDUCTING AN INVESTIGATION, AND A REPORT WILL BE AVAILABLE IF NECESSARY. THE VEHICLE WAS TOWED TO AN IMPOUND. THE TOYOTA MANUFACTURER WAS NOT CALLED. THE FAILURE MILEAGE WAS 80,000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10293097  
**Date of Incident:** 20091018  
**Vehicle:** 2006 TOYOTA TUNDRA  
**Location of Incident:** PRESCOTT, AZ

**NHTSA Summary:**

I AM FILING THIS COMPLAINT WITH REFERENCE TO ODI #S 10183308 AND 10288886. THESE ODIs WERE PUT IN BY ME. THESE ARE LEAD UPS TO THIS COMPLAINT. AFTER THE COLLISION WITH THE POLARIS I DROVE MY VEHICLE HOME. THE NEXT DAY I DROVE THE VEHICLE TO TIM'S TOYOTA IN PRESCOTT AZ. WHERE THE VEHICLE WAS PURCHASED. THEY LOOKED AT THE VEHICLE AND SAID THAT THEY WOULD CALL FOR A FACTORY REP. TO LOOK AT MY VEHICLE. THIS WAS TO BE ON NOV. 9, 2009. I DID DRIVE MY VEHICLE TO YARNELL AZ FOR DEER SEASON. I DROVE THE VEHICLE BACK TO PRESCOTT TO MEET WITH THE FACTORY REP. HE DID WHATEVER THEY DO AND SAID HE HAD ALL THE INFORMATION HE NEEDED. HE ALSO TOLD ME TO GO AHEAD AND GET AN ESTIMATE FOR THE REPAIRS BUT NOT TO HAVE IT REPAIRED UNTIL I HEARD FROM TOYOTA. THE PRELIMINARY ESTIMATE IS JUST SHY OF \$2000.00. THIS ESTIMATE WAS GIVEN TO JEFF LOCKE TO BE SENT TO TOYOTA. MY QUESTION TO ALL OF THIS IS, WHY DID TOYOTA ALLOW ME TO DRIVE THIS VEHICLE AFTER THE MEETING, WHEN THEY KNOW THAT I AM DRIVING A TIME BOMB. ALSO WHY HASN'T NATIONAL HIGHWAY SAFETY INVOLVED ITSELF INTO AN INVESTIGATION OF ITS OWN? I NOW KNOW THE VERBIAGE FOR THE INCIDENT. IT IS CALLED "SUDDEN UNINTENDED ACCELERATION" WHICH IS TIED TOGETHER WITH THE CRUISE CONTROL, THROTTLE BODY AND OTHER ELECTRICAL, VACUUM CONTROLLED, MECHANICAL UNITS. LOOK IT UP FOR YOURSELVES. IT WILL OPEN YOUR EYES TO WHAT IS GOING ON WITH THIS CONDITION. MY VEHICLE SITS IN MY GARAGE SO ANYTIME NATIONAL HIGHWAY SAFETY WANTS TO DO AN INVESTIGATION IS FINE WITH ME. TOYOTA HAS NOT DONE A PROPER EVALUATION OF THE ISSUE. MY INSURANCE COMPANY IS BEHIND ME 100% AND IS NOW GOING TO CONTACT TOYOTA TO TRY TO FIND THE CAUSE FOR "SUDDEN ACCELERATION" AND CRUISE CONTROL UNITS TO BEHAVE THE WAY THAT THEY ARE. RACING TO OVER 5000 RPM'S AND HUNTING GEARS THE WAY THEY DO IS JUST NOT THE WAY THEY ARE SUPPOSED TO OPERATE. TOYOTA WOULD HAVE US BELIEVE THAT A FLOOR MAT IS AT FAULT AND NOW THE WHOLE PEDAL ASSEMBLY. OR IS IT THAT WE DON'T KNOW THE GAS FROM THE BRAKE PEDAL?

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10294935  
**Date of Incident:** 20091019  
**Vehicle:** 2005 TOYOTA SIENNA  
**Location of Incident:** MT. PROSPECT, IL

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2005 TOYOTA SIENNA. HE STATES THAT COMING TO A STOP WITH HIS FOOT ON THE BRAKES, WITHOUT A WARNING THE VEHICLE SURGED FORWARD AND HIT SOME BUSHES, AND WENT TO A DRIVEWAY AND THEN WAS ABLE TO TURN AND HIT A BOULDER TO STOP THE VEHICLE. THE VEHICLE WAS THEN DRIVEN TO A TOYOTA

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**Toyota ID No:**  
**NHTSA ODI No:** 10290157  
**Date of Incident:** 20091022  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** KANEOHE, HI

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2002 TOYOTA CAMRY. ON OCTOBER 22, 2009 SHE ATTEMPTED TO DRIVE OUT OF A PARKING SPACE AND SUDDENLY THE VEHICLE ACCELERATED AND CAUSED HER TO CRASH INTO TWO PARKED VEHICLES. SHE WAS FORCED TO CRASH INTO THE PARKED VEHICLES OR A WALL IN ORDER TO BRING THE VEHICLE TO A STOP TO AVOID A TRAGEDY. THE DRIVER AND PASSENGER SUSTAINED INJURIES. THE VEHICLE WAS TOWED TO THE DEALER. THE DEALER STATED THAT THE SUDDEN ACCELERATION WAS DUE TO THE FLOOR MAT; HOWEVER, THE HOOKS ON THE FLOOR MAT HAVE AN ADDITIONAL COVER AND WAS NOT TOUCHING THE ACCELERATOR PEDAL. THE AIR BAG DID NOT DEPLOY WHEN SHE CRASHED INTO THE THIRD VEHICLE. THE DEALER STATED THE AIR BAG SENSOR IS LOCATED IN THE MIDDLE AND THAT THE CRASH OCCURRED ON THE RIGHT SIDE OF THE VEHICLE WHICH IS WHY THE AIR BAG DID NOT DEPLOY. THE HONOLULU POLICE REPORT NUMBER 09383098. THE VEHICLE WILL BE REPAIRED. THE FAILURE AND CURRENT MILEAGE WERE 30,000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10291022  
**Date of Incident:** 20091022  
**Vehicle:** 2009 LEXUS RX 350  
**Location of Incident:** VALPRAISO, IN

**NHTSA Summary:**

**Additional Summary:**  
 \*UNINTENTIONAL ACCELERATION/MVA -NO INJURIES. Carolyn was backing out of a friend's driveway. She felt the engine start to rev up while it was still in neutral. She thought it was odd but she put the car in reverse to leave. The car took off down the driveway, across the street, into the neighbor's yard and up a hill into an Oak tree. She was not injured but her car, a 2009 Lexus 350 SUV, was totaled. NOTE - MS. SLYS SAID THE POLICE OFFICER DID NOT BELIEVE HER ACCOUNT OF WHAT HAPPENED

**Toyota ID No:**  
**NHTSA ODI No:** 10290794  
**Date of Incident:** 20091024  
**Vehicle:** 2006 TOYOTA MATRIX  
**Location of Incident:** ALBUQUERQUE, NM

**NHTSA Summary:**

ON THREE SEPARATE OCCASIONS OUR 2006 TOYOTA MATRIX HAS ACCELERATED ON ITS OWN WITHOUT WARNING. ON ALL THREE OCCASIONS WE HAVE BEEN ABLE TO SLIP THE TRANSMISSION OUT OF DRIVE INTO NEUTRAL OR SLAM THE BRAKES ON TO STOP THE ACCELERATION. THE MOST RECENT TIME THIS OCCURRED WAS LAST WEEKEND. THE MOST PREVIOUS WAS THREE MONTHS AGO. \*TR

**Toyota ID No:**  
**NHTSA ODI No:** 10290009  
**Date of Incident:** 20091026

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DEALER WHERE THEY REPAIRED THE BODY THAT WAS DAMAGED TO THE FRONT BUMPER. CONTACT TOLD THEM ABOUT THE ACCELERATION PROBLEM. THEY TOLD HIM THAT THERE WAS NOTHING WRONG WITH THE VEHICLE AND THAT THE VEHICLE WAS NOT INCLUDED IN THE RECENT TOYOTA RECALL FLOOR MATS RECALL. THEY ALSO SAID THAT THE PETAL PROBABLY GOT STUCK. THERE IS A POLICE REPORT. THE FAILURE MILEAGE WAS 52000 AND CURRENT MILEAGE WAS 55000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10291094  
**Date of Incident:** 20091021  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** BREMERTON, WA

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2006 TOYOTA CAMRY. WHILE ATTEMPTING TO STOP, THE VEHICLE CONTINUED TO ACCELERATE. CONSEQUENTLY SHE REAR-ENDED ANOTHER VEHICLE. THE BUMPER AND THE HOOD OF THE VEHICLE WERE DAMAGED. THE DEALER STATED THAT SINCE THE INSURANCE COMPANY PROVIDED HER WITH ASSISTANCE, THEY WOULD ONLY DOCUMENT THE FAILURE. THE INSURANCE COMPANY COULD NOT IDENTIFY THE CAUSE OF THE FAILURE. THE FAILURE MILEAGE WAS 47000. THE CURRENT MILEAGE WAS 47003.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10291202  
**Date of Incident:** 20091021  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** ROCKVILLE, MD

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2003 TOYOTA COROLLA. WHILE MAKING A U-TURN, HER VEHICLE SUDDENLY ACCELERATED TO OVER 100 MPH. AS A CONSEQUENCE SHE CRASHED INTO A DUMP TRUCK, AND THEN INTO A POLE. TWO OCCUPANTS RECEIVE MINOR INJURIES. THERE WAS A POLICE REPORT TAKEN AT THE SCENE OF THE INCIDENT. THE VEHICLE WAS COMPLETELY DESTROYED. HE HAD NOT CONTACTED THE DEALERSHIP OR THE MANUFACTURER TO-DATE. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 57,000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10289387  
**Date of Incident:** 20091021  
**Vehicle:** 2005 TOYOTA HIGHLANDER  
**Location of Incident:** MURRAITA, CA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2005 TOYOTA HIGHLANDER HYBRID. WHILE APPROACHING A RED LIGHT, THE VEHICLE ACCELERATED TWICE BEFORE COMING TO A COMPLETE STOP. THE VEHICLE WAS TAKEN TO A DEALER BUT THE ISSUE HAS NOT BEEN REMEDIED. THE VEHICLE WAS NOT INCLUDED IN THE FLOOR MAT RECALL #06V253000. THE CONTACT IS AWARE OF THE SAFETY RISK SINCE HE COULD HAVE INJURED SOMEONE. THE FAILURE MILEAGE WAS 86,000.

**Additional Summary:**

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**Vehicle:** 2000 LEXUS GS300  
**Location of Incident:** LOS ANGELES, CA

**NHTSA Summary:**

UNINTENDED ACCELERATION WITHOUT PRESSING ACCELERATOR. HAS OCCURRED PREVIOUSLY. CAR IS A 2000 LEXUS GS 300 WITH 107,000 MILES. FLOOR MATS WERE NOT THE CAUSE. PUT CAR IN NEUTRAL, IT RACED TO RED LINE AND WENT BACK TO IDLE. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10294024  
**Date of Incident:** 20091026  
**Vehicle:** 2007 TOYOTA MATRIX  
**Location of Incident:** SANTA FE, NM

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2007 TOYOTA MATRIX. WHILE DRIVING BETWEEN 25 MPH AND 80 MPH THE POWER STEERING WOULD FAIL. ALSO THE ACCELERATOR PEDAL REMAINS APPLIED, EVEN AFTER APPLICATION. THE VEHICLE WAS TAKEN TO THE DEALER, BUT THE TECHNICIAN WAS UNABLE TO REMEDY THE FAILURE. THE REGIONAL MASTER TECH SENT BY THE MANUFACTURER COULD NOT LOCATE THE CAUSE OF THE FAILURE. THE MANUFACTURER WAS CONTACTED AGAIN, BUT NO ASSISTANCE WAS PROVIDED. THE CURRENT MILEAGE WAS 26,000. THE FAILURE MILEAGE WAS 2,000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10296586  
**Date of Incident:** 20091026  
**Vehicle:** 2002 TOYOTA RAV4  
**Location of Incident:** AUBURN, CA

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2002 TOYOTA RAV4. WHILE SHIFTING THE VEHICLE IN DRIVE THE VEHICLE WOULD NOT ACCELERATE PAST 4 MPH. THEN WITHOUT WARNING THE VEHICLE BEGAN TO RAPIDLY ACCELERATE. EVENTUALLY HE WAS ABLE TO GAIN CONTROL OF THE VEHICLE. THE VEHICLE WAS THEN TAKEN TO THE TOYOTA DEALER AND THE TECHNICIAN STATED THAT THE COMPUTER WAS OVERRIDING THE TRANSMISSION. A NEW COMPUTER WAS INSTALLED IN THE VEHICLE. ALL THE REPAIRS HAVE BEEN DONE UNDER THE OWNERS EXPENSE. THE FAILURE HAS BEEN REPORTED TO THE OFFICE OF CONSUMERS AFFAIRS AND TO TOYOTA. THE FAILURE MILEAGE WAS 111000. THE CURRENT MILEAGE WAS 111400.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10295509  
**Date of Incident:** 20091028  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** INDIAN VALLEY, VA

**NHTSA Summary:**

CAR WAS EXITING A MEDIUM RIGHT TURN WHEN THE CAR ACCELERATED RAPIDLY WENT THRU A FENCE AND HIT A TREE. \*TR

**Additional Summary:**

**Toyota ID No:**

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**NHTSA ODI No:** 10291762  
**Date of Incident:** 20091029  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** COLUMBUS, NJ

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2002 TOYOTA CAMRY. WHILE IN TRAFFIC, THE VEHICLE SUDDENLY ACCELERATED INTO ANOTHER VEHICLE. THE VEHICLE WAS TAKEN TO THE DEALER FOR INSPECTION, SINCE THE TECHNICIANS COULD NOT IDENTIFY THE CAUSE OF THE FAILURE, NO REPAIRS WERE MADE. HE TRADED THE VEHICLE. THE FAILURE AND CURRENT MILEAGES WERE 47,000.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10293022  
**Date of Incident:** 20091030  
**Vehicle:** 2002 TOYOTA AVALON  
**Location of Incident:** YUKON, OK

**NHTSA Summary:**  
TOYOTA AVALON '02 ACCELERATED AND HAD NO BRAKES GOING DOWN 35-40' DRIVEWAY. WOULD KNOCK PARKED CAR THROUGH HOUSE IF I DID NOT TURN. STEERED INTO RAILROAD-TIE HOLDING BERM. BOUNCING OFF THE TIE SLOWED MOMENTUM OF CAR. WAS ABLE TO TURN. STILL CRASHED INTO PARKED CAR. TOTALED MY CAR AND PARKED CAR. \*TR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10293710  
**Date of Incident:** 20091030  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** MELVILLE, NY

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2006 TOYOTA CAMRY. WHILE ATTEMPTING TO PARK, THE VEHICLE SUDDENLY ACCELERATED. THE VEHICLE STRUCK A CEMENT BOULDER, AND THEN CRASHED INTO A PARKED VEHICLE. THE VEHICLE THEN SPUN AROUND SEVERAL TIMES AND BECAME LODGED BETWEEN A TREE AND A POLE. A POLICE REPORT WAS FILED. THE VEHICLE WAS REPAIRED SHORTLY THEREAFTER AT THE OWNER'S EXPENSE. THE FAILURE MILEAGE WAS 3,150. THE CURRENT MILEAGE WAS 3,500.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10291100  
**Date of Incident:** 20091100  
**Vehicle:** 2004 PONTIAC VIBE  
**Location of Incident:** ,

**NHTSA Summary:**  
**Additional Summary:**  
Pontiac vibe spontaneous acceleration We have been following with interest spontaneous acceleration in Toyota vehicles with interest since we have had now 2 incidences of sudden acceleration in our 2004 Pontiac vibe. Which is a joint venture between toyota and GM. The first incident was in 2006 and then 2 weeks ago. Fortunately neither incident caused any damage or injury but very easily could have. We brought the vehicle in and the dealer could find nothing wrong and GM won't do anything until it happens again and then only if they can duplicate it. We aren't willing to drive it nor are we willing to trade it off  
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on someone who will inherit a car that has this problem. can you tell us if Pontiac Vibe is part of your investigation or who we should be in contact with to deal with this issue. Thanks

**Toyota ID No:**  
**NHTSA ODI No:** 10296552  
**Date of Incident:** 20091101  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** PLYMOUTH, MN

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2003 TOYOTA CAMRY. WHILE ENTERING A PARKING SPACE, THE VEHICLE SUDDENLY ACCELERATED OVER AN EMBANKMENT, AND THEN INTO A CEMENT WALL. THE DRIVER RECEIVED INJURIES TO THE LOWER PART OF THE BODY. THE INSURANCE COMPANY TOOK THE VEHICLE TO THE BODY SHOP. THE INSURANCE COMPANY ALSO INVESTIGATED THE ACCELERATOR, AND CONCLUDED THAT NOTHING WAS WRONG WITH THE VEHICLE. HOWEVER, TWO YEARS AFTER THE VEHICLE SUDDENLY ACCELERATED SEVERAL TIMES, WHEN THE FAILURE OCCURRED HE WAS ABLE TO REGAIN VEHICLE CONTROL. THE FAILURE MILEAGE WAS 55,000. THE CURRENT MILEAGE WAS 60,000.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10291079  
**Date of Incident:** 20091102  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** SPRINGFIELD, MO

**NHTSA Summary:**  
IN AUGUST 2009 THE COMPUTER WAS REPLACED ON MY 2007 TOYOTA COROLLA BECAUSE IT DIED IN THE MIDDLE OF THE INTERSECTION. SINCE THAT TIME, MY CAR WILL SUDDENLY REV UP AND ACCELERATE ON ITS OWN. I TOOK IT TO THE DEALER SERVICE CENTER A FEW WEEKS AGO AND AFTER HAVING IT FOR A WEEK, RETURNED IT TO ME AND STATED NOTHING WAS WRONG. ON NOVEMBER 2ND, MY CAR SUDDENLY ACCELERATED PULLING INTO MY DRIVEWAY AND I HAD TO KNOCK IT OUT OF GEAR AND STAND UP ON THE BRAKE TO GET IT TO STOP. I CALLED THE DEALER AND HE SAID TO CALL TOYOTA THAT HE WOULD NOT DO ANYTHING WITH THE CAR. I HAVE A CAR IN MY GARAGE THAT I CANNOT DRIVE FOR SAFETY REASONS, NO HELP FROM TOYOTA, AND I WILL NEVER DRIVE IT AGAIN AS I HAVE HAD RE-OCCURRING NIGHTMARES BECAUSE OF THIS INCIDENT AS MY TWINS WERE PLAYING IN THE DRIVEWAY AND I HAD JUST PASSED MY SON ON HIS TRICYCLE AND STOPPED AND PUT MY DAUGHTER ON MY LAP TO PULL INTO THE GARAGE WHEN THIS HAPPENED. I HAVE ASKED FOR A FULL REFUND ON THE CAR AND TONY STUBBLEFIELD WITH RELIABLE TOYOTA IN SPRINGFIELD MO SAID THAT THE BEST HE COULD DO WAS ALLOW ME TO TRADE IT IN THERE. THIS DID HAPPEN TO ME. I HAVE NEVER IN MY LIFE FILED A LAW SUIT, AND I WOULD LIKE THIS CAR TAKEN AWAY AND THE SITUATION RECTIFIED OR I WILL BE LEFT WITH NO OTHER ALTERNATIVE BUT TO SEEK THE SERVICES OF AN ATTORNEY. THIS STRESS IS CAUSING ME HEALTH ISSUES.  
\*TR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10290939  
**Date of Incident:** 20091103  
**Vehicle:** 2007 TOYOTA HIGHLANDER  
**Location of Incident:** STONEHAM, MA

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**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2007 TOYOTA HIGHLANDER. WHILE HE WAS ATTEMPTING TO APPLY THE BRAKES AT 5 MPH THE PEDAL FELL TO THE FLOOR. THE VEHICLE LURCHED FORWARD OVER A STONE LEDGE. THE VEHICLE WAS TAKEN TO THE DEALERSHIP, BUT THE TECHNICIANS COULD NOT DUPLICATE THE FAILURE, THEREFORE THEY COULD NOT PROVIDE A REMEDY. THE CURRENT AND FAILURE MILEAGES WERE 18000.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10291181  
**Date of Incident:** 20091104  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** CHICAGO, IL

**NHTSA Summary:**  
2010 TOYOTA PRIUS ACCELERATES SLIGHTLY WHEN BRAKE IS COMPRESSED AND CAR IS TRAVELING OVER LARGE ROAD BUMPS OR MANHOLE COVERS/SLIPPERY SURFACES (MULTIPLE TIMES EACH TIME I DRIVE). I HAVE NOT YET REPORTED THIS TO TOYOTA, BASED ON THE ONLINE AND NEWS-BROADCAST ACCOUNTS OF HOW TOYOTA HAS RESPONDED TO MUCH MORE SERIOUS ACCELERATION ISSUES. I INTEND TO ATTEMPT RETURNING THE VEHICLE TO THE COMPANY FOR A FULL REFUND. \*TR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10291963  
**Date of Incident:** 20091106  
**Vehicle:** 2005 LEXUS RX330  
**Location of Incident:** LOUISVILLE, KY

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2005 LEXUS RX30. WHILE ENTERING A PARKING SPACE SHE APPLIED PRESSURE TO THE BRAKE PEDAL, AND THEN THE VEHICLE ACCELERATED WITHOUT INTENTION. CONSEQUENTLY, THE VEHICLE CRASHED INTO A BUILDING. A POLICE REPORT WAS FILED. THE VEHICLE WAS TOWED TO A COLLISION CENTER. THE FRONT END OF THE VEHICLE RECEIVED \$9,088 WORTH OF DAMAGE. THE FAILURE AND CURRENT MILEAGES WERE 22,000.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10292146  
**Date of Incident:** 20091109  
**Vehicle:** 2006 SCION XA  
**Location of Incident:** EL PASO, TX

**NHTSA Summary:**  
SUDDEN ACCELERATION INCIDENT. FIRST TIME IT HAPPENED. 2006 SCION XA. DRIVING BACK FROM N.M. ON I-25. GOING APPROX. 65 MPH. WAS PASSING CAR ON RIGHT WHEN CAME TO A HILL. HAD TO ACCELERATE. SUDDENLY CAR ENGINE REVVED UP, MADE A LOUD NOISE AND RAPIDLY ACCELERATED. I COULDN'T SLOW IT DOWN BECAUSE THE BRAKES WOULDN'T WORK. I MANAGED TO GET AROUND THE CAR AND TRIED TO SLOW DOWN THE CAR SO THAT I COULD GET OFF ON THE RIGHT SHOULDER AND STOP THE CAR. SOMEHOW MANAGED TO SLOW THE CAR ENOUGH (I'M NOT SURE HOW BECAUSE THE BRAKES WOULDN'T WORK) TO GET OFF ON THE RIGHT SHOULDER. PULLED THE EMERGENCY BRAKE TO STOP THE CAR AND TURNED IT OFF. TRIED TO START IT AGAIN, AND IT WAS DOING THE SAME THING. TURNED IT OFF AND WAITED FOR AWHILE.

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FINALLY TURNED THE CAR BACK ON, AND IT WAS OPERATING NORMALLY. MANAGED TO GET TO MY DESTINATION SAFELY. HAVEN'T TAKEN IT TO TOYOTA. NOT SURE THEY WOULD DO ANYTHING. \*TR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10298151  
**Date of Incident:** 20091110  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** CHICAGO, IL

**NHTSA Summary:**  
2010 PRIUS ACCELERATION SURGE - WHEN I DRIVE OVER A SEWER COVER OR ANY SIMILAR INDENTATIONS IN THE ROADWAY THE VEHICLE SURGES FORWARD IN AN AGGRESSIVE MANNER. I NEED TO APPLY THE BRAKES OR STEER TO AVOID ANY OBJECT IN THE PATH OF THE VEHICLE. IT IS VERY UNSETTLING AND DANGEROUS SINCE THE SURGE IS STRONG AND UNPREDICTABLE. \*TR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10292024  
**Date of Incident:** 20091111  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** OTTUMWA, IA

**NHTSA Summary:**  
2005 TOYOTA CAMRY. I WAS PARKING MY CAR ON CITY STREET. SLOWING TO STOP, FOOT ON BRAKE. READY TO PLACE SHIFTER IN PARK. MY CAR TOOK OFF "LIKE A ROCKET" I COULD NOT STOP IT, MY FOOT NEVER LEFT THE BRAKE, BUT IT DID NO GOOD. CAR ACCELERATED LIKE MY CAR WAS "FLOORED". DID NOT STOP UNTIL IT REAR-ENDED ANOTHER PARKED CAR. NOW I WORRY ABOUT POSSIBLE "AT FAULT ACCIDENT" ON MY INSURANCE RECORD. A CITATION FROM LAWS ENFORCEMENT AND DAMAGE TO BOTH CARS!!!!!!!!!!!!!! AS WELL AS SHEER TERROR. THANKFULLY, NO INJURY TO HUMANS. \*TR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10291877  
**Date of Incident:** 20091111  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** POTTSTOWN, PA

**NHTSA Summary:**  
WHEN COMING TO A STOP AT THE END OF A HIGHWAY EXIT RAMP, I WAS BRAKING AT APPROXIMATELY 5 - 10 MPH. AS I APPROACHED THE CAR IN FRONT OF ME I NOTICED THE CAR WAS NOT RESPONDING AS IT NORMALLY DOES TO A SLIGHT DEPRESSION OF THE BRAKE PEDAL. MY CAR SEEMED TO KEEP MOVING AND NOT SLOW DOWN IN ITS NORMAL BRAKING CHARACTERISTIC. I DEPRESSED THE BRAKE PEDAL MUCH FIRMER AND THE CAR SLOWED BUT THE ENGINE BEGAN TO INCREASE IN RPM'S (AS NOTED BY THE ENGINE SOUND AND VISUALLY BY TACHOMETER INDICATION). MY FOOT WAS OFF THE ACCELERATOR AT THIS TIME. I PUSHED THE BREAK PEDAL DOWN AS HARD AS I COULD AND THE CAR STILL MOVED FORWARD. FINALLY, I PUT THE TRANSMISSION (AUTOMATIC) IN NEUTRAL AND THE ENGINE RACED AWAY. I FINALLY PLACED THE TRANSMISSION IN REVERSE AND THE ENGINE SLOWED DOWN TO NORMAL AND THEN THE CAR STALLED. AFTER RESTARTING THE ENGINE EVERYTHING WORKED AS IT SHOULD. I DROVE IT THE TWO MILES TO WORK WITH NO FURTHER PROBLEM AND AFTER

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BEING PARKED FOR 10 HOURS DROVE IT 7 MILES TO MY HOME WITH NO FURTHER

PROBLEM. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10293716, 10293707  
**Date of Incident:** 20091112  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** MOUNT PROSPECT, IL

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2005 TOYOTA CAMRY. WHILE ENTERING A PARKING SPACE, THE VEHICLE SUDDENLY ACCELERATED. CONSEQUENTLY SHE CRASHED INTO TWO PARKED VEHICLES AND THEN STRUCK A PEDESTRIAN. THE FRONT PASSENGER IN THE VEHICLE RECEIVED INJURIES FROM BEING RESTRAINED BY THE SEAT BELT. THE PEDESTRIAN WAS TRANSPORTED BY AMBULANCE TO THE HOSPITAL. THE MANUFACTURER SENT AN INVESTIGATOR TO THE DEALER TO INSPECT HER VEHICLE; YET, HE COULD NOT IDENTIFY THE CAUSE OF THE FAILURE. THE VEHICLE WILL BE REPAIRED. THE CURRENT AND THE FAILURE MILEAGES WERE 22,000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10293960  
**Date of Incident:** 20091112  
**Vehicle:** 2002 LEXUS ES300  
**Location of Incident:** ORLANDO, FL

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2002 LEXUS ES 300. WHILE ENTERING A PARKING SPACE, THE VEHICLE ACCELERATED WITHOUT INTENTION. THE VEHICLE DROVE OVER THE SIDEWALK AND CRASHED INTO A PARKED VEHICLE. AFTER HITTING THE VEHICLE, SHE PUT THE VEHICLE IN REVERSE, BUT THE VEHICLE THEN ACCELERATED INTO A TREE. A POLICE REPORT WAS FILED. THE VEHICLE WAS TOWED TO A COLLISION CENTER. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 45,000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10293534  
**Date of Incident:** 20091112  
**Vehicle:** 2004 TOYOTA RAV4  
**Location of Incident:** ROMEVILLE, IL

**NHTSA Summary:**

2004 RAV4. ACCELERATOR HAS BECOME ERRATIC IN THE LAST 3 MONTHS. CAR WILL LEAP AHEAD WITH VIRTUALLY NO PRESSURE ON PEDAL. ONLY DOES IT OCCASIONALLY. PEDAL IS MOUNTED QUITE HIGH, ABOVE THE BRAKE PEDAL, AND CANNOT CONTACT FLOOR MATS. WHILE PULLING INTO A RIGHT ANGLE PARKING SPOT AT LOW SPEED AND WITH FOOT ON BRAKE, VEHICLE SUDDENLY SURGED AHEAD. I WAS ONLY 5 FEET FROM A BRICK WALL AND COULD NOT RESPOND QUICKLY ENOUGH TO BRAKE THE VEHICLE. IMPACT WITH WALL PLASTER (ABOUT 1 FOOT WIDE) CRUSHED THE BUMPER, GRILL AND BUCKLED THE HOOD. APPARENTLY SPEED WAS NOT GREAT AND THE AIRBAGS DID NOT DEPLOY BUT SEATBELTS CAUSED CHEST INJURY TO BOTH MY PASSENGER AND MYSELF. PERHAPS FORTUNATE THAT THE WALL WAS SO CLOSE OR MY PASSENGER AND MYSELF MIGHT HAVE BEEN MORE SERIOUSLY INJURED. WILL BE TRADING THIS CAR IN AS SOON AS IT IS REPAIRED. \*TR

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**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10293212  
**Date of Incident:** 20091113  
**Vehicle:** 2002 LEXUS LS430  
**Location of Incident:** MOBILE, AL

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2002 LEXUS LS430. WHEN ATTEMPTING TO ENTERING A PARKING SPACE, THE VEHICLE ACCELERATED WITHOUT INTENTION. EVEN AFTER REPEATED BRAKE APPLICATION THE VEHICLE WOULD NOT STOP. CONSEQUENTLY SHE CRASHED INTO SEVERAL VEHICLES AND INTO A BUILDING. THE VEHICLE WAS IN THE PROCESS OF BEING INSPECTED TO DETERMINE THE CAUSE OF THE FAILURE. THE FAILURE AND CURRENT MILEAGES WERE 72,000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10292182  
**Date of Incident:** 20091114  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** OAKLAND, CA

**NHTSA Summary:**

I WAS DRIVING MY NEW 2010 PRIUS (APPROX. 250 MILES ON ODOMETER) WHEN APPROACHING A STOP LIGHT EARLIER TODAY WITH MY FOOT GENTLY APPLYING PRESSURE TO THE BRAKE WHEN SUDDENLY THE CAR SURGED FORWARD ACCELERATING. I AM CERTAIN MY FOOT WAS NOT ON THE ACCELERATOR PEDAL NOR WAS ANYTHING ON THE FLOOR AND THE FLOOR MAT WAS APPROPRIATELY POSITIONED. THE ACCELERATION ONLY LASTED A SECOND. IE ONCE I APPLIED MORE PRESSURE SHARPLY TO THE BRAKE PEDAL THE CAR SLOWED AND THE ACCELERATION CEASED. THIS IS THE ONLY TIME THIS HAS OCCURRED. \*TR

**Additional Summary:**

**Toyota ID No:** low speed  
**NHTSA ODI No:** 10298754  
**Date of Incident:** 20091114  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** BRISTOL, PA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2009 TOYOTA RAV4. THE CONTACT WAS DRIVING APPROXIMATELY 5 MPH ON WET ROAD CONDITIONS, PROCEEDING TO A TRAFFIC SIGNAL. THERE WAS AN UNINTENDED INCREASE IN ACCELERATION. THE DRIVER APPLIED AN AGGRESSIVE FORCE TO THE BRAKE PEDAL. THE VEHICLE FAILED TO SLOW DOWN AND IMMEDIATELY, THE GEAR SHIFTER WAS PLACED INTO THE "NEUTRAL" POSITION. THE VEHICLE STOPPED AND ENGINE TURNED OFF. THE VEHICLE WAS ABLE TO RESUME NORMAL OPERATION. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER FOR INSPECTION. THE THROTTLE BODY WAS CLEANED. ON A SEPARATE OCCASION THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER FOR THE IDENTICAL FAILURE WHICH THERE WERE NO RESOLUTIONS. THE FAILURE MILEAGE WAS 2,083.

**Additional Summary:**

**Toyota ID No:**

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**NHTSA ODI No:** 10292864  
**Date of Incident:** 20091114  
**Vehicle:** 2001 LEXUS RX300  
**Location of Incident:** TUCSON, AZ

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2001 LEXUS RX300. WHILE DRIVING 80 MPH WITH THE CRUISE CONTROL ENGAGED, THEN THE VEHICLE ACCELERATE ON ITS OWN. SHE ATTEMPTED TO TURN THE CRUISE CONTROL OFF; HOWEVER, AFTER ENGAGING THE BRAKES THE VEHICLE FAILED TO STOP AND ACCELERATED UP TO 100 MPH. THE CONTACT WAS FORCED TO EXIT AT AN OFF RAMP, DOWN SHIFT INTO PARK IN ORDER TO STOP THE VEHICLE. THE DEALER STATED THAT THE THROTTLE CABLE WAS STUCK AND FRAYED; HOWEVER, HE ALSO STATED THAT THE CABLE EXHIBITED NORMAL WEAR AND TEAR. THE FAILURE MILEAGE WAS 80,000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10298608  
**Date of Incident:** 20091116  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** TORRENT, CA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2002 TOYOTA CAMRY. THE CONTACT STATED THAT WHILE AT THE STOP LIGHT HER FOOT WAS ON THE BRAKE AND WITHOUT WARNING THE VEHICLE LUNGED FORWARD AND CRASHED INTO THE REAR OF ANOTHER VEHICLE. THE CRASH CAUSED DAMAGE TO BOTH VEHICLES. THE CONTACT CALLED THE MANUFACTURER AND A MECHANIC FROM TOYOTA NATIONAL HEADQUARTERS RETRIEVED DATA FROM THE VEHICLE. THE CONTACT STATED THAT THE SERVICE MANAGER AT A LOCAL DEALER STATED THAT THE MANUFACTURER SAW NOTHING WRONG WITH THE VEHICLE. THE CONTACT STATED THAT IF THE OTHER VEHICLE WAS NOT IN FRONT OF HIM IT WOULD HAVE ACCELERATED INTO ON-COMING TRAFFIC. THE FAILURE MILEAGE WAS \$5,000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10292595  
**Date of Incident:** 20091116  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** TEMPE, AZ

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2005 TOYOTA CAMRY. THE CONTACT WAS DRIVING OUT OF THE GARAGE WHEN THE VEHICLE SUDDENLY ACCELERATED FORWARD INTO AN ELECTRICAL BOX AND HIT HER NEIGHBOR'S HOUSE. THE CONTACT SUSTAINED INJURIES AND WAS TRANSPORTED TO THE HOSPITAL. THE VEHICLE WILL BE TOWED TO THE DEALER TO BE REPAIRED. THE MANUFACTURER ADVISED THE CONTACT THAT THE 2005 TOYOTA CAMRY WAS NOT ON THE RECALL LIST FOR SUDDEN ACCELERATION. THE VIN AND MILEAGE WERE UNKNOWN.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10296608  
**Date of Incident:** 20091116  
**Vehicle:** 2003 TOYOTA COROLLA

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**Location of Incident:** HOUSTON, TX

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2003 TOYOTA COROLLA. WHILE ATTEMPTING TO EXIT A FREEWAY AT 50 MPH THE ACCELERATOR PEDAL BECAME STUCK TO THE FLOOR. AFTER REPEATED BRAKE APPLICATION THE VEHICLE WOULD NOT STOP. AFTER SHE SHIFTED THE VEHICLE INTO PARK, THE VEHICLE RESET ITSELF. THE VEHICLE WAS TAKEN TO THE DEALER, BUT THE TECHNICIAN COULD NOT IDENTIFY THE CAUSE OF THE FAILURE. HE WAS WAITING FOR A RESPONSE FROM THE MANAGER OF THE DEALERSHIP. THE FAILURE MILEAGE WAS 40,056.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10293963  
**Date of Incident:** 20091121  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** BROAD RUN, VA

**NHTSA Summary:**

ON 2 OCCASIONS THE GAS PEDAL HAS STUCK ON MY 2003 TOYOTA CAMRY. ON THE FIRST OCCASION, IT OCCURRED WHILE I WAS ON THE HIGHWAY TRAVELING FORWARD WITH THE TRANSMISSION IN DRIVE. THE 2ND OCCASION WAS ON SATURDAY, NOVEMBER 21, WHEN I PUT THE CAR IN REVERSE. ON BOTH OCCASIONS I WAS ABLE TO GET THE CAR UNDER CONTROL BY FORCEFULLY STEPPING ON THE BRAKE PEDAL, BUT THE SECOND TIME THIS OCCURRED WAS A VERY NEAR ACCIDENT - CAME WITHIN INCHES OF HITTING A PARKED VEHICLE. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10293549  
**Date of Incident:** 20091124  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** HOUSATONIC, MA

**NHTSA Summary:**

WAS DRIVING MY 2003 TOYOTA COROLLA LAST NIGHT AND WHEN I TOOK MY FOOT OFF OF THE GAS PEDAL THE CAR JUST STARTED ACCELERATING ON ITS OWN - IT DID IT 2 OR 3 TIMES WHEN I PULLED OVER AND SHUT THE CAR OFF. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10294965  
**Date of Incident:** 20091124  
**Vehicle:** 2006 TOYOTA COROLLA  
**Location of Incident:** CUPERTINO, CA

**NHTSA Summary:**

SUDDEN ACCELERATION AT HIGHWAY SPEEDS IN 2006 TOYOTA COROLLA ID # INXR32E86Z756049 - ON 11-24-09 TRAVELLING SOUTH ON HIGHWAY 5 IN CALIFORNIA NEAR BUTTONWILLOW AT APPROXIMATELY 70-75 MILES PER HOUR IN THE FAST LANE. PROBABLY WHILE ON CRUISE CONTROL, CAR BEGAN TO ACCELERATE. HIT THE BRAKE WHICH HAD NO EFFECT, AND IF IT HAD BEEN ON CRUISE CONTROL, IT DID NOT OVERRIDE THE ACCELERATION. I BEGAN TO GET CLOSER TO THE CAR IN FRONT OF ME. I DO NOT BELIEVE INITIALLY TRIED TO PUT THE CAR INTO NEUTRAL. I TURNED OFF THE CAR ENGINE, THE ACCELERATION STOPPED, I HIT THE BRAKE SOMEWHAT TO GET IT DOWN TO A REGULAR SPEED, PUT THE CAR INTO NEUTRAL, STARTED IT WHILE COASTING, PUT IT

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BACK INTO GEAR (MANUAL TRANSMISSION), AND THE CRISIS WAS OVER. THEN, ABOUT AN HOUR LATER, WHILE ON THE GRAPEVINE PORTION OF HWY 5 AFTER THE SUMMIT, IT DID THE SAME THING WITH LESSER TRAFFIC. I PUT IT INTO NEUTRAL THIS TIME, HIT THE BRAKE, SLOWED A LITTLE, PUT IT BACK INTO GEAR AND SINCE THEN IT HAS NOT OCCURRED. SEE NEXT PARAGRAPH. OVER THE PAST 3 YEARS, THEIR HAVE BEEN A NUMBER OF ADDITIONAL OCCASIONS WITH A DIFFERENT ISSUE WHERE: 1) MY FOOT HAS SLIPPED OFF THE BRAKE ONTO THE ACCELERATOR CAUSING THE ENGINE TO REV WHEN IN NEUTRAL IN THE DRIVEWAY OR A STOPLIGHT (I THINK BECAUSE THE PEDALS ARE SMALL AND VERY CLOSE TO ONE ANOTHER), AND, 2) OCCASIONS WHEN THE ACCELERATOR HAS GOT STUCK UNDER THE FLOORMAT WHEN THE FLOORMAT HAD SLID FORWARD CAUSING THE CAR TO ACCELERATE. REGARDING THE HIGHWAY ACCELERATION PROBLEM, THIS WAS NOT THE CASE.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10293573  
**Date of Incident:** 20091125  
**Vehicle:** 2008 TOYOTA 4RUNNER  
**Location of Incident:** MANNINGTON, WV

**NHTSA Summary:**  
 TL\* THE CONTACT OWNS A 2008 TOYOTA 4RUNNER. WHILE DRIVING 35 MPH THE VEHICLE ACCELERATED UP TO 100 MPH WITHOUT INTENTION. AFTER REPEATED BRAKE APPLICATION HE WAS ABLE TO DECELERATE. THE VEHICLE WAS TAKEN TO THE DEALER BUT THEY COULD NOT DUPLICATE THE FAILURE. THE TOYOTA MANUFACTURER WAS NOTIFIED, AND HE WAS ADVISED THAT A REMEDY WOULD NOT BE AVAILABLE UNTIL APRIL 2010. THE FAILURE MILEAGE WAS 7,380.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10294239  
**Date of Incident:** 20091125  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** HINGHAM, MA

**NHTSA Summary:**  
 TL\*THE CONTACT OWNS A 2006 TOYOTA CAMRY. AS THE CONTACT WAS DRIVING IN REVERSE OUT OF THE DRIVEWAY, THE VEHICLE SUDDENLY ACCELERATED WITHOUT WARNING AND CRASHED INTO A TREE. THE FAILURE HAS NOT BEEN DIAGNOSED BY THE DEALER AND THERE WERE NO PRIOR WARNINGS. THE CURRENT AND FAILURE MILEAGES WERE 54,000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10293955  
**Date of Incident:** 20091127  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** APPLETON, WI

**NHTSA Summary:**  
 TL\*THE CONTACT OWNS A 2002 TOYOTA CAMRY. IMMEDIATELY AFTER STARTING THE VEHICLE, THE RPM'S INCREASED TO 5,000. THE ENGINE WAS TURNED OFF AND TOWED TO AN AUTHORIZED DEALER FOR INSPECTION. THE TECHNICIAN STATED THAT THE FAILURE WAS CONTRIBUTED TO THE ACCELERATOR PEDAL WARNING SENSOR. THE VEHICLE IS IN THE PROCESS OF BEING REPAIRED. THE CONTACT HAD CONCERNS OF THE SAFETY RISK

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INVOLVED. THE VIN WAS UNAVAILABLE. THE FAILURE AND CURRENT MILEAGES WERE 112,000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10294004  
**Date of Incident:** 20091127  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** FISHER, IN

**NHTSA Summary:**  
 NHTSA COMPLAINT:  
 TOYOTA SIENNA LE 2004 SUDDENLY ACCELERATED WHILE BRAKE PEDAL WAS PRESSED ON A PARKING. CAR CRASHED INTO THE WALL BECAUSE IT WAS ONLY A FEW FEET IN FRONT OF THE VEHICLE. \*TR  
 WIFE WAS GOING TO WORK - TO PARKING SPOT ON PARKING DECK; SUA - CRASHED INTO WALL; BOTH AIR BAGS DEPLOYED; SEVERE DAMAGE TO RIGHT FRONT  
 TOYOTA SIENNA LE 2004 SUDDENLY ACCELERATED WHILE BRAKE PEDAL WAS PRESSED ON A PARKING. CAR CRASHED INTO THE WALL BECAUSE IT WAS ONLY A FEW FEET IN FRONT OF THE VEHICLE.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10293888  
**Date of Incident:** 20091127  
**Vehicle:** 2006 TOYOTA TUNDRA  
**Location of Incident:** PRESCOTT, AZ

**NHTSA Summary:**  
 THIS COMPLAINT IS TO INCLUDE ODI #'S 10183308,10288886, AND 10293097. THE ODI #'S ARE ALL FOR THE SAME VEHICLE BUT ARE FOR DIFFERENT DATES IN WHICH THIS VEHICLE HAD SOMETHING TO REPORT THAT WAS DIFFERENT BUT WERE ASSOCIATED. THIS COMPLAINT IS FOR AN INCIDENT THAT OCCURRED ON NOV. 27TH 2009. I WAS PARKED ALMOST ALL THE WAY OUT OF MY GARAGE. THE VEHICLE WAS RUNNING AND TRANSMISSION WAS IN PARK WITH EMERGENCY BRAKE APPLIED. FORTUNATELY I WAS SITTING BEHIND THE WHEEL AND IMMEDIATELY SHUT THE IGNITION OFF. I DO NOT KNOW THE RPM'S. MY WIFE WAS GETTING INTO THE TRUCK ON THE PASSENGERS FRONT. WHEN ALL OF A SUDDEN THE ENGINE RACED AS IT WOULD HAVE AS DESCRIBED AS "UNINTENTIONAL SUDDEN ACCELERATION". THIS WAS THE SECOND TIME THAT THE TRUCK DID THIS EXCEPT THAT THE TRANSMISSION WAS IN PARK. BEING OUT IN THE DESERT AND THIS HAPPENING AND BEING IN THE GARAGE IN PARK SENDS OUT TO ME A MESSAGE THAT THIS TRUCK HAS A GLITCH IN IT THAT NOW HAS HAPPENED TWICE. IF I WAS NOT IN THE TRUCK, GOD ONLY KNOWS WHAT WOULD HAVE HAPPENED. I HAVE REPORTED THE SUDDEN ACCELERATION TO TOYOTA ALREADY. TOYOTA HAS LOOKED AT THE TRUCK AT MY DEALERS AND HAS SENT THE INFORMATION TO THEIR LEGAL DEPT. TO DECIDE WHAT THEY WILL DO. I HAVE NOT REPORTED THE LATEST INCIDENT. THE TOYOTA PEOPLE ARE SUPPOSED TO CALL ME MONDAY THE 30TH. I SHALL TELL THEM ABOUT THIS INCIDENT AT THAT TIME. I HAVE ALREADY TOLD THEM THAT THEY SHOULD HAVE IMPOUNDED THE VEHICLE BUT INSTEAD THEY LET ME DRIVE THE VEHICLE HOME. WHAT NEEDS TO HAPPEN IS TOYOTA NEEDS TO BUY THE TRUCK BACK AND MAKE ME WHOLE ON THE COMPLETE PURCHASE PRICE OF THE TRUCK. ONCE THAT IS DONE THEY CAN USE MY VEHICLE AS A TEST TRUCK. THE FLOOR MATS ARE THE CORRECT TOYOTA ISSUED WITH ONE KEEPER. MY GAS PEDAL DOESN'T HANG UP, SO POSSIBLY THEY WILL ACTUALLY HAVE TO FIND THE PROBLEM. I REALLY HOPE THEY FIND WHAT THE ISSUE IS. BUT ONCE THEY SAY THAT "IT IS FIXED". ILL WAIT ANOTHER

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YEAR BEFORE I AMUSE MYSELF TO PURCHASE ANOTHER TRUCK. I ALWAYS TRUSTED TOYOTA BUT NO MORE. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10294290  
**Date of Incident:** 20091202  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** PORT ORANGE, FL

**NHTSA Summary:**  
 I JUST LEFT A CAR WASH AND WENT TO PULL INTO THE AREA WHERE YOU CAN VACUUM YOUR CAR. THE CAR SUDDENLY ACCELERATED ON ITS OWN AND STRUCK A WALL. NOTHING HAS BEEN DONE YET SINCE THE INCIDENT JUST OCCURRED TODAY. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 20091206  
**Date of Incident:** 20091206  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** WORCESTER, MA

**NHTSA Summary:**  
**Additional Summary:**  
 I am writing to you in regard to the Toyota recall. I have a 2002 Toyota Camry which is not listed as one of the vehicles in the recall, however, my husband and I were in an accident on Dec. 6th. We were on Main St. in Lee, MA in traffic. My husband was driving and we saw the car in front of us stop to let another vehicle out of a parking lot. We were a good distance behind and luckily not going fast. My husband put on the break but the car kept going. I looked over and saw his foot pressing hard on the break and the car kept going and the engine was making a "revving" noise. We hit the car in front of us not once but twice and the car finally stopped because we went under the back bumper of the other vehicle. Luckily nobody in either vehicle was hurt. Our car had to be towed back to Worcester. We explained what happened and ask that they check the car for any problem with the accelerator. They couldn't find a problem but told us to get in touch with Toyota. We called Herb Chambers Toyota where we purchased the car and they gave us a "recall" number to call. You guessed it - we haven't been able to get through. After hearing the latest report, I'm nervous to drive the car, especially when I have my grandson. Do you know if Toyota is even looking into a problem with earlier model cars?

**Toyota ID No:**  
**NHTSA ODI No:** 20091206  
**Date of Incident:** 20091206  
**Vehicle:** 2001 LEXUS IS 300  
**Location of Incident:** HUNTSVILLE, AL

**NHTSA Summary:**  
 SUA - VEHICLE STRUCK BRICK WALL AND FLIPPED. MERGING ONTO HIGHWAY; VEHICLE SUDDENLY CROSSED BOTH LANES AND STRUCK CONCRETE BARRIER IN MEDIAN. UNSURE IF ACCELERATOR STUCK BUT IT'S THE ONLY THING SHE CAN THINK COULD HAVE HAPPENED.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10295074  
**Date of Incident:** 20091206

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**Vehicle:** 2002 TOYOTA SIENNA  
**Location of Incident:** RINGOES, NJ

**NHTSA Summary:**  
 TOYOTA SIENNA VAN APPEARED TO HAVE SUDDEN ACCELERATION PROBLEM WHEN STOPPED AT STOP SIGN. ENGINE REVVED UP AS ACCELERATOR WAS ABOUT TO BE APPLIED, SO I HAD TO APPLY BRAKES AS CAR WAS MAKING SUDDEN MOVEMENTS. QUICKLY PUT CAR INTO NEUTRAL POSITION. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10296729  
**Date of Incident:** 20091209  
**Vehicle:** 2001 TOYOTA CAMRY  
**Location of Incident:** PORTLAND, OR

**NHTSA Summary:**  
 TL\* THE CONTACT OWNS A 2001 TOYOTA CAMRY. WHILE IN A DRIVE-THRU ESTABLISHMENT HE APPLIED PRESSURE TO THE BRAKE PEDAL AND THEN THE VEHICLE ACCELERATED WITHOUT INTENTION. AS A CONSEQUENCE HE CRASHED INTO A BRICK WALL. HE WAS MODERATELY INJURED. THE FIRE DEPARTMENT AND POLICE WERE CALLED TO THE SCENE. THE VEHICLE WAS COMPLETELY DESTROYED. THE VEHICLE WAS TOWED TO A COLLISION CENTER. THE FAILURE AND CURRENT MILEAGES WERE 68,000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10295478  
**Date of Incident:** 20091210  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** ASTORIA, NY

**NHTSA Summary:**  
 TOYOTA PRIUS 2010: WHEN THE CAR HITS A BUMP IN THE ROAD IT WILL ACCELERATE SO FAST BY ITSELF WHICH CAN BE VERY DANGEROUS AND FATAL. IT CAN HIGHLY CAUSE AN ACCIDENT IF THE DRIVER CANNOT STEP ON THE BRAKES IN TIME TO STOP THE CAR. ACCELERATION I WENT TO MY LOCAL TOYOTA DEALER HERE IN QUEENS NEW YORK AND TO MY SURPRISE THE REP SAID "I HAVE NEVER HEARD OF THAT COMPLAINT" AND DID NOT PURSUE THE MATTER AT ALL. ANOTHER SAFETY CONCERN IS THAT I HIT A SMALL POT HOLE AND THE WHOLE TIRE WAS DAMAGED ON MY BRAND NEW 2010 PRIUS WHICH I HAVE BEEN DRIVING FOR BARELY TWO MONTHS. I AM VERY CONCERNED ABOUT THESE SAFETY PROBLEMS AND DO NOT REALLY KNOW WHERE TO START GETTING ASSISTANCE. THANK YOU VERY MUCH. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10298951  
**Date of Incident:** 20091211  
**Vehicle:** 2000 TOYOTA COROLLA  
**Location of Incident:** PHILADELPHIA, PA

**NHTSA Summary:**  
 TL\*THE CONTACT OWNS A 2000 TOYOTA COROLLA. WHILE DRIVING BETWEEN 25 AND 30 MPH, THE VEHICLE ACCELERATED INTO ONCOMING TRAFFIC WHEN HE ATTEMPTED TO STOP AT A TRAFFIC LIGHT. THE FAILURE OCCURRED ON DECEMBER 9, 2009 WHEN HE ENGAGED THE BRAKE PEDAL. THE FAILURE RECURRED SIX TIMES CONTINUOUSLY TWO

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DAYS LATER ON DECEMBER 11, 2009. THE CONTACT WAS ABLE AVOID A CRASH. HOWEVER, HE IS CONCERNED ABOUT THE SAFETY RISK. THE FAILURE MILEAGE WAS 132000 AND THE CURRENT MILEAGE WAS 132060.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:**  
**Date of Incident:** 20091212  
**Vehicle:** 2000 TOYOTA COROLLA  
**Location of Incident:** PHILADELPHIA, PA

**NHTSA Summary:**  
"PRODUCTS LIABILITY - TOYOTA ACCELERATION - He has a Toyota Corolla. The first time he experienced a problem was in October. He came to a stop sign and instead of slowing down, it accelerated. He had 2 other episodes. He called the Toyota Dealership and on 12/11/2009 they inspected it. One day later, he is driving in normal traffic, and the car accelerated again. He almost went into oncoming traffic. The car is parked in his driveway and he is scared to drive it again."  
DIAGNOSTIC DONE BY CONICELLI TOYOTA IN CONSHOHOCKEN, PA DID NOT REVEAL ANY DEFECTS OR PROBLEMS; MR. MOORE HAS RECEIPT FOR THIS TEST.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10295657  
**Date of Incident:** 20091212  
**Vehicle:** 2004 LEXUS RX330  
**Location of Incident:** NAMP, ID

**NHTSA Summary:**  
NO FAILURE. JUST APPARENT STICKINESS IN ACCELERATOR. OCCASIONALLY, WHILE PULLING OUT FROM SIGNALS, PEDAL FEELS AS IF IT IS STICKING, THEN WILL POP LOOSE AND CAR LURCHES FORWARD. \*TR

**Toyota ID No:** 0912122197  
**NHTSA ODI No:**  
**Date of Incident:** 20091213  
**Vehicle:** 2006 TOYOTA 4 RUNNER  
**Location of Incident:** LITTLE ROCK, AR

**NHTSA Summary:**  
**Additional Summary:** JTEBU14R668055991 2006 4-Runner with 4.0 L V6 Turned 13, 2009. Coming into small town in Arkansas - with CC on, tapped brakes, to slow, it did. Turned into parking lot at 15 mph and coasted in foot on brake - trying to complete stop - ABS kicked on - heard clicking and moaning sound (familiar with that) going 3 to 5 mph when it happened. Pole in front of him at 3 feet. With foot on brake car lunged into the pole. Rear end was hopping tires spinning... slammed car into Park - engine was racing even after the vehicle in Park. Carpeted floor mats in place and hooked. Two witnesses came out of the store and saw. Had 41k on it never had a problem. Drove it to Father's and called Toyota. Took to North Point Toyota (in North Little Rock). They said nothing wrong with the vehicle. Drove for about 100 miles. Toyota assigned case number 0912122197. Nicole Morrison claims manager at Toyota corp. handled the claim. Indicated that someone from Regional will call within four days. Never heard back from them. Farmers Insurance - talked to them. Sent: Monday, January 04, 2010 2:18 PM My 2006 4runner had a sudden acceleration episode that caused me to hit a pole (thankfully, or I would have gone thru an Exxon Mini Mart). Toyota has had my vehicle for three weeks. They have tired to get

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TOWED TO A TOYOTA DEALERSHIP BUT THE DAMAGE HAS NOT BEEN ESTIMATED YET. I AM AWARE THAT THE PROBLEM OF UNCONTROLLED ACCELERATION IN TOYOTA SIENNAS HAS BEEN REPORTED TO BOTH THIS AGENCY AND TOYOTA BEFORE (NHTSA REPORT #10265288). WHY HAS THIS NOT BEEN ADDRESSED OR THE VEHICLE RECALLED? ARE YOU WAITING FOR ANOTHER TRAGEDY LIKE THE ONE PREVIOUSLY REPORTED ON BY THE MEDIA? I COULD HAVE BEEN KILLED. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10296072  
**Date of Incident:** 20091215  
**Vehicle:** 2005 TOYOTA HIGHLANDER  
**Location of Incident:** PORT ALLEN, LA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2005 TOYOTA HIGHLANDER. WHILE ENTERING A PARKING SPACE, JUST BEFORE APPLYING THE BRAKE, THE VEHICLE ACCELERATED INTO A CONCRETE STEP. NO ONE WAS INJURED DURING THE CRASH BUT THE VEHICLE SUFFERED DAMAGE TO THE FRONT END. HE CALLED THE MANUFACTURER AND THEY COLLECTED ALL THE INFORMATION REGARDING THE INCIDENT. HOWEVER HIS VEHICLE WAS EXCLUDED FROM RECALL 09V388000 (VEHICLE SPEED CONTROL/ACCELERATOR PEDAL). THE CURRENT AND FAILURE MILEAGES WERE 40,892.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10296528  
**Date of Incident:** 20091219  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** LYNN, MA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2002 TOYOTA CAMRY. WHILE DRIVING APPROXIMATELY 10 MPH IN REVERSE, THE VEHICLE ACCELERATED AND CRASHED INTO A POLE. SHE SHIFTED GEARS INTO DRIVE AND THE VEHICLE CONTINUED TO ACCELERATE AND CRASHED INTO A WALL. THERE WERE NO INJURIES. THERE WAS EXTENSIVE DAMAGE TO THE FRONT AND BACK END OF THE VEHICLE. THE VEHICLE WILL BE TOWED TO A TOYOTA DEALER. THE MANUFACTURER WAS NOT NOTIFIED. THE POLICE AND FIRE DEPARTMENT ARRIVED; HOWEVER, NO POLICE REPORT WAS FILED. THE FAILURE MILEAGE WAS 100,000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10296886  
**Date of Incident:** 20091219  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** CHICAGO, IL

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2006 TOYOTA CAMRY. WHILE ATTEMPTING TO SHIFT THE VEHICLE FROM PARK TO DRIVE, THE ACCELERATOR PEDAL BECAME STUCK. CONSEQUENTLY SHE CRASHED INTO THE WALL OF A GARAGE. SHE WAS TAKEN TO THE HOSPITAL FOR A STRAINED NECK AND SHOULDER. A POLICE REPORT WAS AVAILABLE. THE INSURANCE COMPANY WILL CALL THE TOYOTA MANUFACTURER. THE VEHICLE RECEIVED MAJOR DAMAGES. THE VEHICLE WAS TOWED TO THE DEALER. THE FAILURE MILEAGE WAS 22,000.

**Additional Summary:**

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me to take the vehicle back, saying they can find nothing wrong. A specialist is suppose to be looking at it today, but I am confident he will say there is nothing wrong either. The 4runner does not qualify for the lemon law, and I am stuck with a vehicle I won't drive and won't sell to someone else. Do you have any thoughts on how I can get Toyota to buy the vehicle back? They have said they cannot fix anything because they cannot find anything to fix. What is the best thing to do at this point?

**Toyota ID No:**  
**NHTSA ODI No:** 10296112  
**Date of Incident:** 20091213  
**Vehicle:** 2001 TOYOTA 4RUNNER  
**Location of Incident:** CREVE COEUR, IL

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2001 TOYOTA 4RUNNER. WHILE DRIVING 35 MPH SHE ATTEMPTED TO BRAKE, BUT THE VEHICLE SUDDENLY ACCELERATED, WENT AIR BORN, AND LANDED DOWN A RAVINE. THE DRIVER FRONTAL AIR BAG DID NOT DEPLOY. SHE DID NOT RECEIVE ANY INJURIES. AFTER CAREFUL EXAMINATION HE NOTICED THAT THE ACCELERATOR PEDAL WAS TRAPPED BY THE FLOOR MAT. SHE RECEIVED POLICE REPORT NUMBER 097267. SHE RECEIVED A TICKET FOR FAILURE TO REDUCE SPEED. THE VEHICLE WAS TOWED TO THE BODY SHOP. THE FAILURE AND CURRENT MILEAGES WERE 90,000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10298614  
**Date of Incident:** 20091213  
**Vehicle:** 2000 TOYOTA COROLLA  
**Location of Incident:** PHILADELPHIA, PA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2000 TOYOTA COROLLA. WHILE DRIVING 25 MPH THE VEHICLE ACCELERATED WITHOUT WARNING. THE VEHICLE DID NOT CRASH BUT THE CONTACT WAS VERY CONCERNED ABOUT THE POSSIBILITY THAT A CRASH COULD HAVE OCCURRED. THE DEALER DIAGNOSED THE FAILURE AND CONFIRMED THAT IT WAS NOT RELATED TO THE VEHICLE SPEED CONTROL. THE CONTACT STATED THAT THIS IS A MAJOR SAFETY ISSUE WHICH HAS OCCURRED ON MORE THAN ONE OCCASION. THE CONTACT ALSO HAS CONCERNS THAT HE COULD SUSTAIN MINOR INJURIES IF A CRASH OCCURRED. THE FAILURE MILEAGE WAS 132,000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10295915  
**Date of Incident:** 20091214  
**Vehicle:** 2003 TOYOTA SIENNA  
**Location of Incident:** EUGENE, OR

**NHTSA Summary:**  
TOYOTA SIENNA 2003 I WAS PULLING INTO A PARKING SPACE IN A PARKING GARAGE. I BELIEVE I HAD PUT THE CAR IN REVERSE TO BACK UP TO STRAIGHTENED THE CAR AND I PUT MY FOOT ON THE BRAKE. THE CAR SUDDENLY SHOT FORWARD FULL FORCE AND WAS STOPPED BY A CONCRETE AND WIRE RETAINING WALL. THE ENGINE DIED AT IMPACT. THE CAR WAS NOT DRIVABLE AND WAS TOWED. I WAS STUNNED. I WENT INTO THE BUILDING AND AFTER A SHORT TIME FELT CHEST PAIN AND SHORTNESS OF BREATH. I WENT TO THE EMERGENCY ROOM AND WAS TREATED AND RELEASED. I RECEIVED A CHEST WALL CONTUSION, PROBABLY CRACKED RIB(S), DEEP TISSUE CONTUSION AND A LARGE BRUISE FROM THE SEAT BELT. I WAS GIVEN VICODIN FOR PAIN. THE CAR WAS

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**Toyota ID No:**  
**NHTSA ODI No:** 10297272  
**Date of Incident:** 20091220  
**Vehicle:** 2002 TOYOTA SEQUOIA  
**Location of Incident:** VAN NUYS, CA

**NHTSA Summary:**  
ACCELERATOR PEDAL POSITION SENSOR CIRCUIT MALFUNCTION. \*TR

**Toyota ID No:**  
**NHTSA ODI No:** 10297467  
**Date of Incident:** 20091222  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** SANTA MONICA, CA

**NHTSA Summary:**  
I HAVE A NEW TOYOTA PRIUS 2010 AND HAVE EXPERIENCED THE LOSS OF BRAKING COMBINED WITH A SIMULTANEOUS ACCELERATION ABOUT 4 TIMES NOW. IT IS INCREDIBLY SCARY. I HAVE NEVER HAD THIS HAPPEN ON ANY OTHER CAR THAT I'VE DRIVEN. IT HAPPENS WHEN I HIT A BUMP IN THE REAR. I NOW SEE THAT MANY PEOPLE ARE EXPERIENCING THIS AS I SAW AN ARTICLE ON MSN.BC.MSN.COM. I NOW SEE THAT OTHERS ARE EXPERIENCING THE SAME PROBLEM. THIS HAS TO BE INVESTIGATED. THE LAST TIME IT HAPPENED I WAS FACING A CLIFF AND HAD THE CAR NOT STOPPED, MY DAUGHTER AND I WOULD HAVE GONE OFF THE CLIFF AND PROBABLY WOULD HAVE PERISHED. THIS IS ASKING FOR ACCIDENTS TO HAPPEN AND SOMETHING MUST BE DONE TO FIX THIS PROBLEM. THERE ARE WAY TOO MANY OF THESE CARS ON THE ROAD. I DO NOT HAVE THE WIN NUMBER ON HAND, BUT WILL ADD IT TOMORROW. THIS HAS OCCURRED APPROX 4 TIMES AND THE CAR ACCELERATES AT THE SAME TIME I LOSE BRAKING CAPABILITIES. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10299646  
**Date of Incident:** 20091223  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** PHILADELPHIA, PA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2002 TOYOTA CAMRY. THE CONTACT STATED THAT AS SOON AS THE VEHICLE SHIFTED INTO DRIVE, IT ACCELERATED ON ITS OWN. THE VEHICLE DROVE OVER THE CURB AND INTO A SNOW EMBANKMENT BEFORE CRASHING INTO A STONE WALL. THE CONTACT DID NOT CALL THE POLICE OR NEED TO GO TO A HOSPITAL. THE CONTACTS INSURANCE COMPANY TOWED THE VEHICLE SO THAT IT COULD BE REPAIRED. THE CONTACT CALLED THE MANUFACTURER REGARDING THE CRASH TO FILE A COMPLAINT. THE CONTACT IS CONCERNED SINCE A PASSENGER COULD HAVE BEEN SERIOUSLY INJURED WHEN THE CRASH OCCURRED. THE FAILURE MILEAGE WAS 68,000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10297078  
**Date of Incident:** 20091227  
**Vehicle:** 2004 TOYOTA CAMRY

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**Location of Incident:** LAS VEGAS, NV

**NHTSA Summary:**  
DRIVING HOME FROM WORK THIS MORNING, MY 2004 CAMRY SUDDENLY ACCELERATED TO MORE THAN 80 MILES/HOUR. I WAS VERY SCARED. BRAKES WOULD NOT WORK. I STOPPED THE CAR BY CHANGING GEARS TO NEUTRAL. \*TR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10297119  
**Date of Incident:** 20091228  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** LAYTONSVILLE, MD

**NHTSA Summary:**  
I HAVE A 2010 PRIUS WHICH I BOUGHT IN AUGUST 2009. ON SEVERAL OCCASIONS, APPROXIMATELY 8-10 TIMES, I HAVE BEEN BRAKING AT SLOWER SPEEDS WHEN COMING TO AN INTERSECTION. WHEN I PUT MY FOOT ON THE BRAKE AND THE CAR HAPPENS TO HIT A BUMP OR HOLE IN THE ROAD AND THE CAR NOTICEABLY SURGES. MY FOOT IS NOT ON THE ACCELERATOR AND THIS HAS NOTHING TO DO WITH THE FLOOR MATS BECAUSE MY FLOOR MAT IS PINNED TO THE FLOOR OF THE CAR. THE MOST RECENT TIME THIS HAPPENED WAS 12/28/2009. \*TR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10297639  
**Date of Incident:** 20091228  
**Vehicle:** 2008 TOYOTA SIENNA  
**Location of Incident:** PASADENA, CA

**NHTSA Summary:**  
A TOYOTA SIENNA 2008 WAS TURNING SLOWLY ON A CURVE AND THEN IT SUDDENLY ACCELERATED VERY FAST AND WENT THROUGH A FENCE HITTING A WALL. THE AIRBAGS OPENED UP AS WELL. \*TR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10298012  
**Date of Incident:** 20091229  
**Vehicle:** 2008 TOYOTA COROLLA  
**Location of Incident:** BRANDON, FL

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2008 TOYOTA COROLLA. WHEN THE CONTACT ATTEMPTED TO ENTER A PARKING SPACE THE VEHICLE SUDDENLY ACCELERATED ON ITS OWN AND CRASHED INTO A VEHICLE. THE VEHICLE HAS NOT BEEN DIAGNOSED BY THE DEALER. THE IDENTICAL FAILURE OCCURRED ONE MONTH PRIOR TO THE RECENT INCIDENT. THE CURRENT AND FAILURE MILEAGES WERE 19,997.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10298243  
**Date of Incident:** 20100103  
**Vehicle:** 2004 TOYOTA SOLARA  
**Location of Incident:** W. HENRIETTA, NY

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**NHTSA Summary:**

TO WHOM THIS MAY CONCERN, MY 2004 TOYOTA SOLARA EXPERIENCED UNINTENDED (RUNAWAY) ACCELERATION IN THE PARKING LOT OF A LOCAL RESTAURANT THIS PAST SUNDAY. PLACING MY FOOT ON THE BREAK DID NOT STOP THIS VEHICLE. THE VEHICLE DID STOP WHEN IT RAN INTO A LARGE ROCK. NO ONE WAS INJURED THIS TIME. THE FLOOR MAT WAS NOT THE CAUSE OF THIS PROBLEM. DOES TOYOTA HAVE ANY SOLUTION/RECALL FOR THIS PROBLEM? IF NOT, DOES TOYOTA HAVE ANY PLANS ON CORRECTING THIS PROBLEM IN THE NEAR FUTURE? A QUICK RESPONSE TO MY QUESTIONS WOULD BE GREATLY APPRECIATED. \*TR BEST REGARDS, FRED  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10298927  
**Date of Incident:** 20100107  
**Vehicle:** 2007 LEXUS RX350  
**Location of Incident:** SANTA ANA, CA

**NHTSA Summary:**  
LEXUS RX350 AUTO-ACCELERATION. WHILE PULLING INTO A PARKING SPOT (AT A SLOW SPEED) IN A PARKING STRUCTURE, THE ENGINE, WITHOUT PRESSURE ON THE GAS PEDAL, SUDDENLY REVVED UP TO HIGH SPEED AND ACCELERATED INTO THE WIRE RETAINING CABLED AND WALL OF THE STRUCTURE. THE DISTANCED TRAVELED WAS LESS THAN 10 FEET BEFORE THE CAR WAS STOPPED BY THE RETAINING CABLES AND THE WALL. THE FRONT END OF THE CAR AND THE STRUCTURE WERE DAMAGED. THE IMPACT WAS SEVERE ENOUGH TO BREAK 5 OF THE 7 CABLES. THE AIRBAGS DID NOT DEPLOY.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10299616  
**Date of Incident:** 20100110  
**Vehicle:** 2010 LEXUS HS  
**Location of Incident:** RICHMOND, VA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2010 LEXUS HS250H. THE CONTACT WAS DRIVING APPROXIMATELY 60 MPH ON NORMAL ROAD CONDITIONS WITH THE ACCELERATION CRUISE CONTROL FEATURE ACTIVATED. THE CRUISE CONTROL SYSTEM FAILED TO FUNCTION WHEN IT WAS DISENGAGED. THE ACCELERATION CONTINUED, FOLLOWED BY AN UNINTENDED INCREASE IN SPEED. THE DRIVER WAS ABLE TO SLOW THE VEHICLE DOWN. THERE WERE FOUR SEPARATE OCCASIONS THAT THE IDENTICAL FAILURES OCCURRED WITHOUT WARNING. THE VEHICLE HAS NOT BEEN REPAIRED FOR THE MALFUNCTION AT THIS TIME. THE CONTACT HAD CONCERN OF THE POTENTIAL SAFETY HAZARD. THE FAILURE MILEAGE WAS 2,000.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 751132  
**Date of Incident:** 0  
**Vehicle:** 2000 TOYOTA 4RUNNER  
**Location of Incident:** JACKSONVILLE, FL

**NHTSA Summary:**  
VEHICLE WAS MOVING ABOUT 5 MILES PER HOUR INTO A PARKING SPOT WHILE BRAKE PEDAL WAS BEING PRESSED, ALL OF A SUDDEN THERE WAS AN INSTANT ENGINE SURGE

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*Toyota Sudden Unintended Acceleration: Appendix A*

WHICH PROPELLED THE VEHICLE OVER THE PARKING LOT MEDIA AND CRASHED INTO THE REAR OF ANOTHER CAR. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10037615  
**Date of Incident:** 0  
**Vehicle:** 2000 TOYOTA 4RUNNER  
**Location of Incident:** HOOVER, AL

**NHTSA Summary:**  
CONSUMER NOTICED THAT WHILE AT A COMPLETE STOP AND WITHOUT ANY INDICATION GAS PEDAL TRAVELED TO FLOORBOARD, FORCING CONSUMER INTO ANOTHER VEHICLE WHILE BRAKES WERE STILL DEPRESSING. MANUFACTURER AND DEALER HAD BEEN NOTIFIED. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10071422  
**Date of Incident:** 0  
**Vehicle:** 2004 TOYOTA 4RUNNER  
**Location of Incident:** RENO, NV

**NHTSA Summary:**  
DRIVER SEAT WOULD SHIFT AROUND WHILE DRIVING AND ONCE IN GEAR VEHICLE WOULD ACCELERATE ON ITS WON WITHOUT ANY PRESSURE APPLIED TO THE GAS PEDAL. \*PH MECHANIC TEST DROVE VEHICLE, BUT FAILED TO FIND OUT THE CAUSE OF THE PROBLEM. \*LA  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 0  
**Date of Incident:** 0  
**Vehicle:** 2007 TOYOTA 4RUNNER  
**Location of Incident:** GA

**NHTSA Summary:**  
**Additional Summary:**  
Thank you for your time and interest on the phone yesterday. As per your request, I am sending you this email to give you a synopsis of my unresolved life threatening situation. My family and myself have faced this situation over the past 2 years and continue to face this problem now. My Toyota 4Runner 07' has had a consistent problem with the accelerator pedal sticking to the carpet in the floorboard resulting in the car accelerating in excess of 120mph in traffic. We have nearly lost our lives upon four occasions as well as endangering others on the highway when we are experiencing this problem. Fortunately, my husband was driving and I was with him to assist in resolving the problem and we were able to negate a horrible accident. When the accelerator pedal sticks in the carpet in the floorboard, you cannot get your foot under pedal to unstick it. It is stuck so firmly, that it takes my husband pulling strongly with his hand while I steer. If this were to happen with me driving alone, I would not be able to unstick the accelerator pedal and steer at the same time. We have taken the car into Nalley Toyota of Roswell upon 4 occasions and have been assured the problem is fixed upon 3 occasions by the dealership. They have claimed its the carpet in the floorboard which has been replaced by the dealership, the brake cable making the carpet protude, the floormat and other excuses, each time assuring us the problem is the problem has been resolved. Upon reading the article about the deaths due to the accelerator pedal sticking in Toyota/Lexus, which Toyota claimed is a floor mat problem resulting in a Nationwide recall. We contacted Corporate Toyota making them aware of our problem, and scheduled to bring in the Forerunner on Monday, October 5th, 2009 to Nalley Toyota of

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*Toyota Sudden Unintended Acceleration: Appendix A*

Roswell. However, on Friday October 2nd, 2009, we were entering 400 from Mansell and the accelerator pedal once again stuck in the carpet on the floorboard full throttle. At this time, there was no floormat in the vehicle and yet our accelerator pedal still stuck and once again we were going down 400 on a Friday afternoon in excess of 120mph. Thank goodness my husband was driving and not me and he was able to pull with his hand the accelerator pedal from carpet while I steered. You cannot imagine how scary it is when this occurs and you cannot predict when it will occur. We contacted Corporate Toyota to make them aware of the situation and that it occurred without a floor mat in the car. We expressed our concern that they might be wrong in blaming deaths on the floor mats rather than an inherent problem with carpet or design of emergency brake cable protruding and coming loose and pushing carpet up /and/or carpet issue ??? Could they be wrong in what they are blaming deaths on and there are still lives in danger including ours because they are blaming the wrong thing for deaths???? We took the car on Monday, to the dealership to be inspected by the technician sent by Corporate and despite having the car for entire week, he only took the car out one time for less than 60 miles and was unable to duplicate the problem. Every time the car has been serviced for this same problem, they have suggested alternative methods to solve the problem i.e. putting the car into Neutral that their was a kill switch which did not happen and if fact resulted in revving car in excess of 7000rpm and since this event our gas mileage has dropped 25% and the motor has not been the same. They have replaced all the brakes and rotors as a result of trying to stop the vehicle the first time this occurred. They have told us to turn off the motor which resulted in us going to slow and so we had to turn it back on and we were right back up to 120mph. Each time we had the car in for this problem, we were assured it was repaired. Corporate Toyota has shown no concern for our wellbeing and refuses to take my vehicle back. I no longer feel safe driving this vehicle. I fear for my safety and my family's wellbeing as well as any other passengers in other vehicles on the road if and when this occurs again(Since they have not been able to fix this problem). I would appreciate your help with this serious problem due to the fact that we are not getting anywhere with Corporate Toyota or the dealership. Their response is for us to pursue the lemon law and our concern is to save our lives as well as others nationwide. We now own a car that is no longer safe to drive or to sell.

**Toyota ID No:**  
**NHTSA ODI No:** 8003124  
**Date of Incident:** 0  
**Vehicle:** 2000 TOYOTA AVALON  
**Location of Incident:** OCEANSIDE, CA

**NHTSA Summary:**  
WHILE TRYING TO TURN KEY IN IGNITION SWITCH OFF DOORS AND WINDOWS WILL AUTOMATICALLY LOCK WITHOUT BEING ABLE TO EXIT VEHICLE.\*AK CONSUMER ALSO STATED THAT BRAKES FEEL SPONGY, ALSO WHEN DRIVING, THE VEHICLE WILL SOMETIMES ACCELERATE BY ITSELF.\*SLC  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 746593  
**Date of Incident:** 0  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** BALTIMORE, MD

**NHTSA Summary:**  
WHILE DRIVING GOING UP A HILL, THE CAR SUDDENLY ACCELERATED WITHOUT WARNING. I TRIED TO STOP THE CAR BY APPLYING THE BRAKES BUT THE CAR FAILED TO SLOW DOWN AND CRASHED INTO THE VEHICLE IN FRONT OF ME. IT WAS RAINING \*AK  
**Additional Summary:**

**Toyota ID No:**

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**NHTSA ODI No:** 893571  
**Date of Incident:** 0  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** EAST BRUNSWICK, NJ  
**NHTSA Summary:**  
WAS DRIVING VEHICLE AND THERE WAS A BREAK IN THE ROAD. A SPLIT SECOND LATER, ABS KICKED IN AND VEHICLE ACCELERATED. HAD NO WARNING IT WOULD HAPPENED. NEARLY HAD AN ACCIDENT. HAD TO PRESS ON BRAKES HARD TO STOP. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10061683  
**Date of Incident:** 0  
**Vehicle:** 2001 TOYOTA CAMRY  
**Location of Incident:** MIDDLETOWN, CT  
**NHTSA Summary:**  
WHILE DRIVING VEHICLE ACCELERATED. DRIVER APPLIED THE BRAKES, AND THE VEHICLE STARTED TO SPIN OUT OF CONTROL. THERE WAS NO ACCIDENT. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10064804  
**Date of Incident:** 0  
**Vehicle:** 2001 TOYOTA CAMRY  
**Location of Incident:** STOUGHTON, WI  
**NHTSA Summary:**  
WHILE DRIVING WITH CRUISE CONTROL ENGAGED, THE DRIVER DEPRESSED THE BRAKES, INSTEAD OF THE BRAKES ENGAGING THE VEHICLE ACCELERATED CAUSING THE DRIVER TO LOSE CONTROL AND HIT THE SEMI. DUE TO THE EXTENT OF IMPACT, THE FRONTAL AIR BAGS DEPLOYED AND THE VEHICLE WAS DEEMED TOTALED. \*JB \*NM  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10001457  
**Date of Incident:** 0  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** BATTLE CREEK, MI  
**NHTSA Summary:**  
WHEN THE BRAKES WERE APPLIED, THE GAS PEDAL WAS PRESSED ACCIDENTALLY, WHICH CAUSED UNEXPECTED ACCELERATION. TS THE BRAKE PEDAL HAD GONE TO THE FLOOR, BELOW THE GAS PEDAL WHICH HAD FELT SPONGY. THE CONSUMER HAD TAKEN THE VEHICLE TO A SERVICE DEALER WHICH STATED THAT THE BRAKES WERE OUT OF ADJUSTMENT. AFTER THE REPAIR WAS DONE, THE BRAKES STILL REMAINED THE SAME. SCC  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10062899  
**Date of Incident:** 0  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** PARMA, OH

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**NHTSA Summary:**  
WHEN STARTING THE VEHICLE, THE ENGINE RACED AND SOUNDED LIKE THE VEHICLE WAS GOING TO ACCELERATE. THE VEHICLE HAD NOT BEEN INSPECTED TO DETERMINE THE CAUSE OF THE PROBLEM. \*AK THE ENGINE WOULD ACCELERATOR UP TO 5000 RPM'S AND WOULD NOT SETTLE DOWN. \*SC  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10071703  
**Date of Incident:** 0  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** MUNISING, MI  
**NHTSA Summary:**  
CONSUMER LEFT VEHICLE AFTER SHIFTING INTO PARK, WITH MOTOR RUNNING. OPENED GARAGE DOOR, AND THEN REENTERED VEHICLE, SHIFTED OUT OF PARK WITH FOOT ON THE BRAKES AND VEHICLE SUDDENLY SURGED FORWARD INTO GARAGE. HAD NOT PLACED FOOT ON ACCELERATOR PEDAL WHEN IT HAD HAPPENED. THIS SUDDEN ACCELERATION OCCURRED ONCE BEFORE. HAD SURGING PROBLEM REPAIRED IN MARCH, 2004. SUBMITTED A PREVIOUS COMPLAINT 10062956, AND WAS INFORMED TO RESUBMIT COMPLAINT TO THE HOT LINE FROM NHTSA'S ENGINEER - S. YOUNG. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10074004  
**Date of Incident:** 0  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** SYOSSET, NY  
**NHTSA Summary:**  
CONSUMER COMPLAINED ABOUT A SUDDEN ACCELERATION PROBLEM. WHILE PARKING INTO A SPACE AT A SCHOOL, VEHICLE SURGED AND LUNGED FORWARD WHILE CONSUMER'S FOOT WAS STILL ON THE BRAKES. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10074037  
**Date of Incident:** 0  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** HARRISBURG, PA  
**NHTSA Summary:**  
VEHICLE SUDDENLY ACCELERATED WHILE BACKING OUT OF THE DRIVEWAY. \*MR THIS INCIDENT CAUSED DAMAGE TO A GARAGE, AND HIT THREE OTHER PARKED VEHICLES. THIS PROBLEM RECURRED ON THREE OTHER OCCASIONS. CURRENTLY THE GEARSHIFT BEGUN TO GIVE THE CONSUMER PROBLEMS. \*SC  
**Additional Summary:**

**Toyota ID No:** 200208300349  
**NHTSA ODI No:** 0  
**Date of Incident:** 0  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY  
**Location of Incident:** DEERFIELD BEACH, FL  
**NHTSA Summary:**

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\*\*\* PHONE LOG 08/30/2002 09:31:50 AM CWILSON

—FCRP—

SET OWN'S VEH. VIN #4T1BE32K42U535298 MILEAGE UNK SET DISTRIBUTION SR. CLAIMS ANALYST JOHN RAMONDETTA AT (954)420-4734 CALLED CAC TO INFORM THAT MR. CASSIDY INDICATED WHILE PARKING VEH IT LURCHED FORWARD STRIKING A PEDESTRIAN CAUSING SERIOUS INJURY TO A KIM SHIPE THE PEDESTRIAN. DRIVER/CUST DAVID E. CASSIDY IS DECEASED. FOR NOW USING CLAIMS REP JOHN RAMONDETTA AT (954)420-4734 AS CONTACT PERSON.

LEGAL REQUESTS FCRP WITH MANY INTERIOR AND EXTERIOR PHOTOS

\*\*\* NOTES 09/04/02 10:32:34 AM NY5

CASE DISPATCHED TO HANNA DIVER

\*\*\* NOTES 09/04/2002 11:43:26 AM MCOLE

JOHN RAYMONDETTA - SET CALLED TO UPDAT VEH LOCATION.

CURRENT VEHICLE LOCATION:

161 SOUTH MAIN ST

EAST WINDSOR, CT 06088

TEL: 860-292-7500

ASK FOR MARY

\*\*\* NOTES 09/04/2002 11:45:03 AM MCOLE

JOHN RAYMONDETTA - SET REQUEST EITHER REGION OR INSPECTOR CONTACT HIM AT (954) 420-4734. STS THEY WILL NEED A REPORT W/ THE FINDINGS (CONCERNED THAT THERE MAY BE A PRODUCT LIABILITY LEGAL ISSUES).

\*\*\* NOTES 09/04/02 01:06:36 PM NY4

CASE ASSIGNED TO FTS M MARSNICK. ADVISED FTS TO CONTACT J RAMONDETTA AFTER INSPECTION IS COMPLETED.

\*\*\* CASE CLOSE 10/03/02 06:53:07 AM NY4

RECEIVED CALL FROM SETH IN SET. THEY HAVE RECEIVED INFORMATION FROM FTS MIKE MARSNICK. CASE CAN BE CLOSED.

FTS INSPECTED VEHICLE ON 09/19/2002.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10029427  
**Date of Incident:** 0  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** FRISCO, TX

**NHTSA Summary:**  
THE LOCATION OF THE BRAKE/GAS PEDALS ARE TOO CLOSE, WHICH RESULTED IN ACCIDENTAL ACCELERATION WHILE DRIVING.\*AK

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10026512  
**Date of Incident:** 0  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** HATTIESBURG, MS

**NHTSA Summary:**  
THE VEHICLE EXPERIENCED BRAKE PROBLEMS AND WHILE DRIVING, THE CONSUMER APPLIED THE BRAKES, BUT IT FELT AS THOUGH HE STEPPED ON THE ACCELERATOR.

\*AK \*SCC \*JB

**Additional Summary:**

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**Toyota ID No:**  
**NHTSA ODI No:** 10048030  
**Date of Incident:** 0  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** NAVARRE, FL

**NHTSA Summary:**  
ON TWO SEPARATE OCCASIONS WHILE AT A COMPLETE STOP AND ATTEMPTING TO PUT VEHICLE INTO PARK, IT SUDDENLY ACCELERATED. ON BOTH OCCASIONS, DRIVER'S FOOT WAS PRESSING ON BRAKE PEDAL. AFTER THE FAILURE OCCURRED THE SECOND TIME, AND VEHICLE FAILED TO STOP, ANOTHER VEHICLE WAS REARENDED DUE TO SUDDEN ACCELERATION. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10053774  
**Date of Incident:** 0  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** HILO, HI

**NHTSA Summary:**  
CONSUMER COMPLAINED ABOUT AN ACCELERATION PROBLEM. VEHICLE WAS ACCELERATING WITHOUT THE USE OF THE GAS PEDAL. ONCE PUT THE VEHICLE IN GEAR AND IT REVVED WITHOUT DRIVER'S ASSISTANCE. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10064711  
**Date of Incident:** 0  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** MCCALLA, AL

**NHTSA Summary:**  
WHEN ACCELERATING FROM A STOP SIGN VEHICLE SURGED FORWARD. DEALERSHIP WAS CONTACTED TWICE FOR PROBLEM, BUT COULD NOT RESOLVE THE PROBLEM.\*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10067279  
**Date of Incident:** 0  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** FAIRHAVEN, MA

**NHTSA Summary:**  
VEHICLE HESITATED TO ACCELERATE WHEN GAS PEDAL WAS PRESSED. ALSO, UNEXPECTED ACCELERATION OCCURRED INTERMITTENTLY.\*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10063410  
**Date of Incident:** 0  
**Vehicle:** 2003 TOYOTA CAMRY

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**Location of Incident:** SAINT LOUIS, MO  
**NHTSA Summary:**  
 THE VEHICLE FAILED TO RESPOND WHEN THE DRIVER PRESSED THE BRAKE PEDAL, INSTEAD THE VEHICLE EXPERIENCED UNWANTED ACCELERATION, AND CRASHED INTO SOME BUSHES AND A CEMENT EMBANKMENT. \*AK \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:**  
**Date of Incident:** 0  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** ARLINGTON, TX  
**NHTSA Summary:**  
**Additional Summary:**  
 "PRODUCTS LIABILITY/TOYOTA ACCELERATING ON ITS OWN - She has a 2004 Toyota Camry and in the last 2 months it has accelerating on its own, when she put her foot on the brake, it did not stop. She took it to the dealership and they put plastic clips to secure the floor mat to the floor and cleaned sticky residue. She wants to make sure it will not happen again. She heard a news bulletin that Toyota thinks it is not the floor mats and she is now concerned it may be something else and need someone to tell her what to do from here."

**Toyota ID No:**  
**NHTSA ODI No:** 10072290  
**Date of Incident:** 0  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** MISSOURI CITY, TX  
**NHTSA Summary:**  
**Additional Summary:**  
 WHILE SHIFTING INTO REVERSE WITH FOOT DEPRESSED ON THE BRAKES VEHICLE ACCELERATED AT HIGH SPEED. AS A RESULT, VEHICLE CRASHED INTO FOUR HOUSES, INJURING SEVERAL PEOPLE, ESPECIALLY ONE PERSON IN BEDROOM. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10071569  
**Date of Incident:** 0  
**Vehicle:** 2000 TOYOTA CAMRY SOLARA  
**Location of Incident:** TOMS RIVER, NJ  
**NHTSA Summary:**  
**Additional Summary:**  
 VEHICLE SURGED FORWARD AFTER RELEASING THE GAS PEDAL AND HIT A TREE. \*PH \*JB  
**Additional Summary:**

**Toyota ID No:** 200403090317  
**NHTSA ODI No:**  
**Date of Incident:** 0  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** BALTIMORE, MD  
**NHTSA Summary:**  
**Additional Summary:**  
 \*\*\* PHONE LOG 03/09/2004 08:41:51 AM EMENDOZA

CUST STS WHEN BRAKES ARE PRESSED,VEH STOPS BUT THEN SURGES FORWARD A ABRUPTLY OR SLIGHTLY ROLLS.CUST STS WATCHED NEWS ON WBAL TV NEWS IN BALTIMORE,MD AT 6:30AM TODAY 3/9/2004 BUT BUT FIRST SAW THE NEWSCAST YESTERDAY 3/8/2004 AT 10PM.CUST STS NHTSA CLAIMS 1,010 TOY VEHs MAY BE AFFECTED BY THIS PROBLEM. CUST STS NHTSA IS LOOKING INTO TOY COMPLAINTS.CUST STS SHE IS EXPERIENCING VEH SURGING FORWARD ON & OFF BUT NOT EVERYTIME THE BREAKS ARE PRESSED.CUST STS SHE FEELS SAFE.

\*\*\* CASE CLOSE 03/10/04 06:06:41 AM DLR19027  
 HAVE SPOKEN TO CUST. SHE HAS MAD ADPPT. TO BRING CAR IN FOR US TO LOOK AT. CUST UNDERSTANDS THAT HER PROBLEM MAY NOT HAVE ANYTHNG TO WITH WHAT SHE HEARD ON THE RADIO. PL. CL.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 756410  
**Date of Incident:** 0  
**Vehicle:** 2000 TOYOTA CELICA  
**Location of Incident:** BIRMINGHAM, AL  
**NHTSA Summary:**  
**Additional Summary:**  
 SEVERAL TIMES ACCELERATOR HAS STUCK, HAD PROBLEM FIXED AND HAS BEGUN HAPPENING AGAIN AFTER SHORT TIME (FIXED 6 MONTHS AGO).\*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 873117  
**Date of Incident:** 0  
**Vehicle:** 2000 TOYOTA COROLLA  
**Location of Incident:** HORSESHOE BAY, TX  
**NHTSA Summary:**  
**Additional Summary:**  
 WHEN DRIVING 20 MPH AND UPON DEPRESSING BRAKE PEDAL TO MAKE A NORMAL STOP VEHICLE CONTINUED TO ACCELERATE WHICH CAUSED A REAR END COLLISION. VEHICLE CAUGHT ON FIRE DUE TO BATTERY LEAKING. ALSO, PASSENGER'S SIDE SEAT BELT DID NOT LOCK WHICH FORCED THE PASSENGER INTO THE WINDSHIELD. VEHICLE WAS A TOTAL LOSS. PLEASE PROVIDE ANY FURTHER DETAILS.\*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 8005340  
**Date of Incident:** 0  
**Vehicle:** 2001 TOYOTA COROLLA  
**Location of Incident:** CAMBRIA, CA  
**NHTSA Summary:**  
**Additional Summary:**  
 WHEN TRAVELING DOWN HILL WITH THE DEALER INSTALLED CRUISE CONTROL ON, VEHICLE WILL CHUG AS IF IT IS LOSING POWER OR OUT OF GAS. ALSO, WHEN IT'S RAINING. WHEN VEHICLE IS TRAVELING ON AN INCLINE, TIRES WILL SPIN. CRUISE CONTROL WILL DECELERATE.\*AK CONSUMER STATES HEADLIGHTS ARE ADJUSTED TOO LOW, HESITATION FEELING WHEN TRAVELING SLIGHTLY DOWN HILL, DEALER ADJUSTED THROTTLE CABLE BUT CONDITION STILL EXISTS.\*YD  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 8000614  
**Date of Incident:** 0  
**Vehicle:** 2002 TOYOTA COROLLA  
**Location of Incident:** FOUNTAIN HILL, AZ  
**NHTSA Summary:**  
**Additional Summary:**  
 WHILE TRAVELING AT 75 MPH ON CRUISE CONTROL AND WITHOUT ANY INDICATION GAS PEDAL TRAVELED TO FLOORBOARD, CAUSING VEHICLE TO ACCELERATE TO 100 MPH. CONSUMER PUSHED CLUTCH TO STOP VEHICLE, VEHICLE WAS STILL IDLING HIGH AFTER VEHICLE WAS STOPPED. \*AK THE CONSUMER STATED THAT THE PROBLEM WAS THE ACCELERATOR JAMMED OPEN AND TURNING OFF. ALSO, THE CRUISE CONTROL WOULD NOT RETURN ENGINE TO NORMAL IDLING. \*YH  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10036603  
**Date of Incident:** 0  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** ELYRIA, OH  
**NHTSA Summary:**  
**Additional Summary:**  
 CONSUMER STATES WHILE AT A COMPLETE WITHOUT ANY INDICATION VEHICLE ACCELERATED CAUSING CONSUMER TO LOOSING CONTROL OF VEHICLE RESULTING INTO A VEHICLE CRASH. PLEASE PROVIDE FURTHER INFORMATION.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10061745  
**Date of Incident:** 0  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** TEANECK, NJ  
**NHTSA Summary:**  
**Additional Summary:**  
 CONSUMER COMPLAINED ABOUT AN INTERMITTENT ACCELERATION PROBLEM. VEHICLE DID NOT STOP WHEN APPLYING THE BRAKES. CONSUMER HAD TO TURN OFF THE IGNITION FOR THE VEHICLE TO STOP. CONSUMER TOOK THE VEHICLE TO THE DEALER, AND DEALER WAS UNABLE TO DUPLICATE OR RESOLVE THE PROBLEM. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10063314  
**Date of Incident:** 0  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** PEARL RIVER, NY  
**NHTSA Summary:**  
**Additional Summary:**  
 WHEN APPLYING THE BRAKES VEHICLE SUDDENLY ACCELERATED. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 764271  
**Date of Incident:** 0  
**Vehicle:** 2002 LEXUS ES300  
**Location of Incident:** LEXINGTON, NC

**NHTSA Summary:**  
 WE HAVE A SURGE OR SKIP ON DEACCELERATION. THIS WILL HAPPEN FROM 40 TO 60 MPH. THE DEALER WILL ONLY TELL US THEY ARE AWARE OF THE PROBLEM BUT HAVE NO CURE. I FEEL THAT AFTER 7 MONTHS THEY SHOULD HAVE A FIX.\*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10063306  
**Date of Incident:** 0  
**Vehicle:** 2002 LEXUS GS300  
**Location of Incident:** NEW HAVEN, CT  
**NHTSA Summary:**  
**Additional Summary:**  
 WHEN PRESSING THE BRAKE PEDAL, THE VEHICLE WOULD INTERMITTENTLY LURCH FORWARD. THE DEALER COULD NOT DETERMINE THE CAUSE OF THE PROBLEM. \*AK \*SC \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10067419  
**Date of Incident:** 0  
**Vehicle:** 2002 LEXUS GS300  
**Location of Incident:** COLLIERVILLE, TN  
**NHTSA Summary:**  
**Additional Summary:**  
 WHILE DRIVING 30 MPH VEHICLE SUDDENLY ACCELERATED. CONSUMER APPLIED THE BRAKES AND VEHICLE JERKED. VEHICLE WAS TAKEN TO THE DEALER FOR INSPECTION, AND MECHANIC WAS NOT ABLE TO DUPLICATE OR RESOLVE THE PROBLEM. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 550440  
**Date of Incident:** 0  
**Vehicle:** 9999 LEXUS GS400  
**Location of Incident:** WASHINGTON, DC  
**NHTSA Summary:**  
**Additional Summary:**  
 VEHICLE EXPERIENCES DELAYED ACCELERATION DUE TO DESIGN, VEHICLE HAS AN ACTUATOR RATHER THAN A THROTTLE CABLE. YH  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10065012  
**Date of Incident:** 0  
**Vehicle:** 2002 LEXUS IS300  
**Location of Incident:** SKOKIE, IL  
**NHTSA Summary:**  
**Additional Summary:**  
 INTERMITTENTLY WHEN ACCELERATOR PEDAL IS DEPRESSED IT STICKS. WHEN THIS OCCURS VEHICLE ACCELERATES AT A HIGH SPEED. THE BRAKE PEDAL FAILS TO STOP THE ACCELERATION. IGNITION HAS TO BE TURNED OFF TO STOP THE ACCELERATION. VEHICLE HAD BEEN SERVICED SEVERAL TIMES BY THE DEALERSHIP, BUT WAS NOT ABLE TO RESOLVE THE PROBLEM. \*AK  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:**  
**Date of Incident:** 0  
**Vehicle:** 2004 LEXUS LEXUS  
**Location of Incident:** ,  
**NHTSA Summary:**  
**Additional Summary:**  
I own a 2004 Lexus, have experienced "the stuck gas pedal twice. my car is not part of the recall. What can I do. The dealer denies the problem.

**Toyota ID No:**  
**NHTSA ODI No:**  
**Date of Incident:** 0  
**Vehicle:** 2008 LEXUS LEXUS  
**Location of Incident:** SHAVERTOWN, PA  
**NHTSA Summary:**  
**Additional Summary:**  
Sent: Friday, January 22, 2010 12:07 PM  
Subject: Lexus Story on WNEP last night  
Dave: I had a similar experience as your lady from Scranton with my 2008 Lexus. I would like to give you my complete experience with Toyota. I'm not looking for publicity but I have hired an attorney and we are exploring various options.

**Toyota ID No:**  
**NHTSA ODI No:** 10064727  
**Date of Incident:** 0  
**Vehicle:** 2001 LEXUS LX470  
**Location of Incident:** OAKTON, VA  
**NHTSA Summary:**  
**Additional Summary:**  
WHEN SHIFTING INTO DRIVE VEHICLE JERKED WHEN THE ACCELERATOR PEDAL WAS DEPRESSED. THEN, VEHICLE SURGED ERRATICALLY, AND CAUSED THE CONSUMER TO RUN INTO A PARKED VEHICLE.\*AK

**Toyota ID No:**  
**NHTSA ODI No:** 10062881  
**Date of Incident:** 0  
**Vehicle:** 2003 TOYOTA MATRIX  
**Location of Incident:** ORANGE, CA  
**NHTSA Summary:**  
**Additional Summary:**  
WHEN AT A STOP SIGN OR WHEN PLACING VEHICLE IN REVERSE ENGINE WILL RACE AND VEHICLE WILL UNEXPECTEDLY ACCELERATE OUT OF CONTROL. \*AK ENGINE INTERMITTENTLY IDLE UP TO ABOUT 2,000 RPM REGARDLESS OF TEMPERATURE. CAUSE NOT YET DETERMINED. PROBLEM IS SIMILAR TO PE04021. \*LA

**Toyota ID No:**  
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**NHTSA ODI No:** 10026336  
**Date of Incident:** 0  
**Vehicle:** 2003 TOYOTA PRIUS  
**Location of Incident:** PALO ALTO, CA  
**NHTSA Summary:**  
**Additional Summary:**  
CONSUMER WAS TRAVELING AT 70MPH ON HIGHWAY WITH CRUISE CONTROL ENGAGED. WHEN DEPRESSING BRAKE PEDAL TO DISENGAGE CRUISE CONTROL THE VEHICLE SPUN OUT AND STOPPED FACING THE ONCOMING TRAFFIC.\*AK

**Toyota ID No:**  
**NHTSA ODI No:** 758187  
**Date of Incident:** 0  
**Vehicle:** 2001 TOYOTA RAV4  
**Location of Incident:** BOURBONNAIS, IL  
**NHTSA Summary:**  
**Additional Summary:**  
THE VEHICLE DOESN'T RESPOND TO THROTTLE PRESSURE AND TRANSMISSION DOESN'T SHIFT DOWN PROPERLY. THIS IS NOTICED AS A HESITATION. WHEN THE TRANSMISSION FINALLY DOWN SHIFTS IT SHIFTS ALL THE WAY TO FIRST GEAR, THEN ROARS FOR A FEW SECONDS, THEN SHIFTS QUICKLY.

**Toyota ID No:**  
**NHTSA ODI No:** 757818  
**Date of Incident:** 0  
**Vehicle:** 2002 TOYOTA RAV4  
**Location of Incident:** COLUMBUS, OH  
**NHTSA Summary:**  
**Additional Summary:**  
RE: FUEL THROTTLE LINKAGE FAILURE: HIGH IDLE SPEED; UNPREDICTABLE IDLE SPEED OSCILLATION / SURGES, UNPREDICTABLE ACCELERATION / DECELERATION (PARTICULARLY WHEN ENGINE IS COLD). CAR WILL SOMETIMES FAIL TO DECELERATE AFTER TAKING FOOT OFF GAS WHEN AT LOW SPEEDS (10-25 MPH), FOR EXAMPLE, WHEN TURNING A CORNER OR DRIVING DOWN A RESIDENTIAL STREET. THIS MANUAL TRANSMISSION CAR WILL SOMETIMES DRIVE/LURCH FORWARD ON ITS OWN WITHOUT PRESSING ON THE GAS PEDAL WHEN IN 2ND OR 3RD GEAR, ONCE RPMS DROP TO ABOUT 1500. TOLD BY THE DEALER AND TOYOTA THAT THIS IS THE RESULT OF A NEW EMISSIONS CONTROL COMPUTER, AND THAT THE CAR IS OPERATING AS DESIGNED. RE: STRUCTURE - ROOF RACK: PIECE OF THE COVERING TO THE ROOF RACK FELL OFF WHEN DRIVING DOWN THE FREEWAY. COULD HAVE BEEN DANGEROUS IF THERE WOULD HAVE BEEN A CAR DRIVING BEHIND ME AT THE TIME.\*AK

**Toyota ID No:**  
**NHTSA ODI No:** 10011770  
**Date of Incident:** 0  
**Vehicle:** 2002 TOYOTA RAV4  
**Location of Incident:** CHICAGO, IL  
**NHTSA Summary:**  
**Additional Summary:**  
VEHICLE ACCELERATES ON ITS OWN.

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**Toyota ID No:**  
**NHTSA ODI No:** 10001251  
**Date of Incident:** 0  
**Vehicle:** 2003 TOYOTA RAV4  
**Location of Incident:** CAPE CANAVERAL, FL  
**NHTSA Summary:**  
**Additional Summary:**  
CONSUMER STATED THE VEHICLE THAT HE PURCHASED DID NOT COME EQUIPPED WITH CRUISE CONTROL, SO THE DEALER OFFERED TO ADD IT, IT WAS SOON DISCOVERED THAT THE CRUISE CONTROL WAS FAULTY, WHEN THE CRUISE CONTROL IS ACTUATED TO MAINTAIN A CERTAIN SPEED, IN ORDER TO STAY WITH THE FLOW OF TRAFFIC THE VEHICLE ACCELERATES 3-4 MPH ABOVE THE DESIRED SPEED THEN DROPS BACK 3-4 MPH BELOW THE DESIRED SPEED, THEN SLOWLY MOVES UP TO THE DESIRED SPEED, THE SECOND CRUISE CONTROL WAS INSTALLED AND ACTED EXACTLY AS THE FIRST, IN THE END THE CONSUMER WAS INFORMED THAT THE UNIVERSAL CRUISE CONTROL WAS NOT COMPATIBLE WITH THE CONSUMER'S VEHICLE AND IF A UNIT BECAME AVAILABLE THE DEALER WOULD INSTALL THE NEW UNIT.\*JB

**Toyota ID No:**  
**NHTSA ODI No:**  
**Date of Incident:** 0  
**Vehicle:** 2008 LEXUS RX400H  
**Location of Incident:** ,  
**NHTSA Summary:**  
**Additional Summary:**  
We thought that you might be interested in the fact that our Lexus RX400H hybrid (2008 model year) had the same problem with sudden acceleration several months ago. We were pulling into a parking place and were almost to the curb when the car suddenly to

**Toyota ID No:**  
**NHTSA ODI No:**  
**Date of Incident:** 0  
**Vehicle:** 2005 TOYOTA SIENNA  
**Location of Incident:** SANTA BARBARA, CA  
**NHTSA Summary:**  
**Additional Summary:**  
2005 TOYOTA SIENNA - SUVA - CRUSHED BETWEEN 2 CARS - PUSHED A NISSAN 300Z 6 FEET. DAUGHTER GOT INTO THE CR TO BACK IT OUT OF THE DRIVEWAY. RACED FORWARD. CARPETED FLOOR MAT ONLY. MOTHER WAS CRUSHED BETWEEN THE VEHICLES. THOUGHT HER DAUGHTER WAS AT FAULT. MONTHS LATER MOTHER WAS DRIVING AND IT REVVED HIGH. TRADED IN FOR A PRIUS.  
Kelley@education.ucsb.edu

**Toyota ID No:**  
**NHTSA ODI No:** 9001115  
**Date of Incident:** 0  
**Vehicle:** 2000 TOYOTA TUNDRA  
**Location of Incident:** CALHOUN, LA  
**NHTSA Summary:**  
**Additional Summary:**  
CRUISE CONTROL DOWNSHIFT TO PASSING GEAR, RAPIDLY, CAUSING EXCESSIVE SPEED TO ACCELERATE 5 MILES PAST SETTING,

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***Appendix B: A Sampling of Incidents of Unintended Acceleration in Recalled Vehicles not Explained by Pedal and Mat Failures***

The attached appendix is comprised of a sampling consumer complaints to NHTSA of unintended acceleration incidents occurring in recalled vehicles that are characterized by failure modes that appear to be outside of the scope of the floor mat and accelerator pedal recalls. Sources for these incidents include:

- Consumer complaints to NHTSA
- Toyota-submitted claims from several NHTSA investigations into SUA
- Incidents reported by media organizations
- Consumer contacts made to Safety Research & Strategies, Inc., and other organizations who are reporting incidents that they have received.

**Toyota ID No:**  
**NHTSA ODI No:** 10181756  
**Date of Incident:** 20061123  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:**  
**NHTSA Summary:**  
 NOV 23, 2006: IN REPOSITIONING MY 2007 AVALON XLS IN THE DRIVEWAY OF MY SISTER'S HOUSE, I SLOWLY PULLED FORWARD TO RE-PARK AND APPLIED THE BRAKES TO STOP AND THE ACCELERATOR IMMEDIATELY WENT TO HIGH RPM'S - I HAD TO BRAKE VERY HARD TO KEEP FROM HITTING MY BROTHER-IN-LAW AND HIS HOUSE. I WAS BRAKING - AND TURNED OFF THE IGNITION. ON DEC 23, 2006 THE SAME PROBLEM OCCURRED TWO BLOCKS IN A ROW IN OUR CONGESTED DOWNTOWN AREA. THE 1ST TIME, I WAS STOPPING VERY SLOWLY; THE SECOND TIME I WAS BRAKING TO WAIT FOR A PARKING SPACE. THE 1ST TIME I TRIED CHANGING GEARS AND THEN TURNED OFF THE IGNITION. THE SECOND TIME I IMMEDIATELY TURNED OFF THE IGNITION. MY WIFE WAS A WITNESS. I DROVE THIS CAR FOR THE MONTH AFTER IT'S PURCHASE NEW (SEP 6, 2006), EVERY 2ND/3RD DAY FOR THE MONTH OF OCT 2006, AND OFF/ON DURING NOV 2006 WITHOUT THIS PROBLEM. I TOLD THE LOCAL/DISTRICT TOYOTA PERSONNEL THAT I COULD NOT TRUST THIS PARTICULAR VEHICLE. IT HAS BEEN PARKED EITHER AT THE DEALERSHIP OR IN MY GARAGE ALMOST EVERY DAY SINCE DEC 23, 2006. THE DISTRICT TOYOTA PERSONNEL SAID THAT THEY DID NOT CONSIDER MY CAR UNSAFE BECAUSE THEY 'COULD NOT FIND ANY ERROR CODES' IN THE CAR'S SYSTEM, AND ON THE 102 MILE TEST DRIVE THEY DID, WITHOUT ME PRESENT, THEY DID NOT EXPERIENCE MY PROBLEM. THEY DID SIMULATE IT BY STEPPING ON THE BRAKE AND ACCELERATOR AT THE SAME TIME!!!! I WAS ON THE HIGHEST ALERT THE SECOND TIME IT HAPPENED ON DECEMBER 23RD- MY FOOT WAS NOT ON THE ACCELERATOR! I WAS BRAKING ALL THREE TIMES - OR ELSE MY BROTHER-IN-LAW WOULD HAVE BEEN INJURED, HIS HOUSE DAMAGED, AND CARS DOWNTOWN HIT. I RESENT THE INSINUATION THAT I WAS PUSHING BOTH PEDALS ALL THREE TIMES. NO EXPLANATION WHY I HAD NOT EXPERIENCED THIS PROBLEM IN THE NEARLY THREE MONTHS (WITH THE SAME SHOES ON) BEFORE THE PROBLEM FIRST AROSE. TOYOTA CLOSED MY PROBLEM REPORT AS 'SOLVED' EVEN THOUGH THE LOCAL SERVICE MANAGER STATED HE DID NOT CONSIDER IT 'SOLVED'. WHY? \*NM  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10292580  
**Date of Incident:** 20070514  
**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** BAKERSFIELD, CA  
**NHTSA Summary:**  
 TL\*THE CONTACT OWNS A 2005 TOYOTA PRIUS. WHILE DRIVING APPROXIMATELY 70 MPH WITH THE OVER DRIVE SYSTEM ACTIVATED, THE VEHICLE ACCELERATED WITHOUT WARNING WHEN BRAKES WERE ENGAGED. IMMEDIATELY, THE OVERDRIVE CONTROL SWITCH WAS DEACTIVATED AND THE VEHICLE SLOWED DOWN. THE CONTACT WAS ABLE TO RESUME NORMAL OPERATION. THE FAILURE RECURRED AND HAS NOT BEEN REPAIRED. THE CONTACT HAD CONCERNS OF THE SAFETY RISK INVOLVED. THE VIN WAS UNAVAILABLE. THE FAILURE AND CURRENT MILEAGES WERE 33,000.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10281854  
**Date of Incident:** 20080219  
**Vehicle:** 2007 TOYOTA TACOMA

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**Location of Incident:** PHILADELPHIA, PA  
**NHTSA Summary:**  
 SUDDEN ACCELERATION OF MY 2007 TACOMA, MORE THEN ONCE WHEN I CAME TO A STOP, THE TRUCK WOULD SUDDENLY ACCELERATE. IT HAPPENED AT A STOP JUST BEFORE MY ACCIDENT AND A SCHOOL BUS WAS GOING THOUGH THE INTERSECTION. WHEN I GOT OUT OF MY TRUCK AT A PUBLIC STORAGE GATE A MINUTE LATTER AND GOT BACK IN AND WAITED FOR THE GATE TO OPEN I SUDDENLY HAD A UNINTENDED ACCELERATION OF MY 2007 TOYOTA TACOMA. WHEN I HIT THE BREAK IT WENT FASTER, I HAD TO PUT IT IN PARK TO STOP THE BACK WHEELS FROM SPINNING. THE GATE WAS TOTALED FROM MY TRUCK. I WAS NOT EVEN DRIVING AND IT TOOK OFF ON ITS OWN! I HAD TOYOTA INSPECT IT AND THEY COULD NOT FIND ANYTHING WRONG. I HAVE NOT HAD ANY ACCIDENTS FOR 20 YEARS, NOW MY INSURANCE RATES ARE HIGH. PLEASE INVESTIGATE THIS, IT IS NOT A WRONG PEDDLE PROBLEM. IT ALSO HAPPENED ONCE BEFORE AND I HAD LESS THEN 5000 MILES ON THE TACOMA, BUT THE ROAD WAS WET SO I WAS NOT SURE IF IT WAS THE ROAD. IT WAS LESS THEN A YEAR OLD WHEN IT HAPPENED AGAIN, AND I WAS GONE TO TAKE IT TO THE DEALER AFTER I ALMOST HIT THE SCHOOL BUS, BUT DIDNT GET THE CHANCE. I HAD TO STOP AT THE STORAGE PLACE AND THAT WAS WHERE I RAN INTO THE GATE. I SINCE HAD A VOLUNTARY REPO AND GAVE IT BACK, I WOULD NOT DRIVE IT AND FEEL SAFE AGAIN. \*TR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10222461  
**Date of Incident:** 20080322  
**Vehicle:** 2006 TOYOTA PRIUS  
**Location of Incident:** SALT LAKE CITY, UT  
**NHTSA Summary:**  
 CAR ACCELERATED WITHOUT PRESSING ON THE GAS PEDAL. HAD TO APPLY THE BRAKES SO HARD THAT THEY WERE LEFT SMOKING TO STOP THE CAR. TOWED IT TO MARK MILLER TOYOTA. THEY RAN TESTS, AND CLAIM THE GAS PEDAL AND BRAKE WERE APPLIED AT THE SAME TIME, IMPLYING THAT THE PROBLEM WAS HUMAN CAUSED. WE DISAGREE. HAVE BEEN DRIVING FOR 30 YEARS PLUS. NO TICKETS IN DECADES. THE IDEA THAT WE WERE APPLYING THE ACCELERATOR WHILE BRAKING HARD IS LUDICROUS. THE COMPUTER REGISTERED THAT THE PRESSURE WAS APPLIED TO THE PEDAL, BUT THE COMPUTER APPLIED THE PRESSURE. WE ALSO EXPERIENCED THIS OCCURRING ON AT LEAST TWO OTHER OCCASIONS. \*TR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10236346  
**Date of Incident:** 20080421  
**Vehicle:** 2008 TOYOTA HIGHLANDER  
**Location of Incident:** PHOENIX, AZ  
**NHTSA Summary:**  
 IN FEBRUARY 2008, I PURCHASED A 2008 TOYOTA HIGHLANDER. ON TWO SEPARATE OCCASIONS SINCE PURCHASING THE VEHICLE, WHEN SLOWLY PULLING INTO A PARKING SPACE THE VEHICLE UNEXPECTEDLY ACCELERATED. ON THE FIRST OCCASION (APRIL 2008), THE INCIDENT ENDED IN AN ACCIDENT AS THE VEHICLE SLAMMED INTO A WALL. THE SECOND INCIDENCE OCCURRED APPROXIMATELY 3 MONTHS LATER AND NEARLY CAUSED ANOTHER ACCIDENT. AGAIN, AS I WAS PULLING INTO A PARKING SPACE THE VEHICLE UNEXPECTEDLY ACCELERATED. HOWEVER, THE VEHICLE WAS STOPPED BY A PARKING PYLON BEFORE HITTING A WALL. I HAVE HAD THE VEHICLE INSPECTED BY THE LOCAL DEALERSHIP AND THEY CLAIM THAT THEY CAN NOT FIND ANY ISSUES WITH  
**Additional Summary:**

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VEHICLE. BASED ON MY RESEARCH, THIS DOES NOT APPEAR TO BE AN ISOLATED PROBLEM AS OTHER TOYOTA VEHICLES ARE NOT AS HAVING THE SAME ISSUE. I FEEL THAT THIS VEHICLE IS THREAT NOT ONLY TO THE SAFETY OF MY FAMILY, BUT TO OTHERS ON THE ROAD. UPDATED 08/08/08. \*JB  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10249417  
**Date of Incident:** 20081120  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** WEATHERFORD, TX  
**NHTSA Summary:**  
 TL\*THE CONTACT OWNS A 2006 TOYOTA TACOMA. WHILE ATTEMPTING TO PARK WITH THE BRAKE PEDAL DEPRESSED, THE VEHICLE SUDDENLY LUNGED FORWARD INTO A BUILDING. THE AIR BAGS FAILED TO DEPLOY. THE CONTACT AND PASSENGER WERE UNINJURED AND BOTH WERE WEARING THEIR SEAT BELTS. THE FRONT BUMPER AND GRILL WERE SMASHED INTO THE VEHICLE. A POLICE REPORT WAS FILED. THE CONTACT WAS ABLE TO DRIVE AWAY FROM THE SCENE. THE SPEED WAS UNKNOWN. THE FAILURE MILEAGE WAS 33,311.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10253526  
**Date of Incident:** 20090101  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** SALEM, VA  
**NHTSA Summary:**  
 WHILE ATTEMPTING TO STOP AT THE END OF A PARKING LOT, THE ENGINE ACCELERATED, THE VEHICLE LURCHED FORWARD RAPIDLY, COULD NOT BE STOPPED BY BRAKING. THE VEHICLE SURGED OVER A CURB, SHRUBS, AND THROUGH A CHAIN LINK FENCE BEFORE IT WAS ABLE TO BE STOPPED. THIS IS THE SECOND TIME THIS HAS OCCURRED. THE FIRST INCIDENT DID NOT RESULT IN ANY DAMAGE. SINCE THE INCIDENT OCCURRED THIS EVENING NO CORRECTIVE MEASURE HAS YET BEEN TAKEN. \*TR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10292480  
**Date of Incident:** 20090613  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** MARTINEZ, GA  
**NHTSA Summary:**  
 TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHILE APPROACHING A RED TRAFFIC LIGHT THE VEHICLE SUDDENLY BEGAN TO ACCELERATE ON ITS ON; HOWEVER, SHE WAS ABLE TO CONTROL THE VEHICLE. THE FAILURE OCCURRED ON TWO OCCASIONS. THE CURRENT AND THE FAILURE MILEAGES WERE 15,000.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10285972  
**Date of Incident:** 20090623

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**Vehicle:** 2009 TOYOTA AVALON  
**Location of Incident:** BANNING, CA  
**NHTSA Summary:**  
 GOING VERY SLOWLY AND HEADING INTO A CURB IN A PARKING LOT, I STEPPED ON THE BRAKE, AND INSTEAD THE CAR ACCELERATED AND STOPPED ONLY WHEN IT HIT A LIMB OF A LARGE BUSH. IT LEFT A DENT IN MY FRONT BUMPER. THIS HAS HAPPENED ONLY ONE TIME. \*TR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10299642  
**Date of Incident:** 20090718  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** SIDNEY, NY  
**NHTSA Summary:**  
 TL\*THE CONTACT OWNS A 2009 TOYOTA CAMRY. SHE STATED THAT WHILE DRIVING 15 MPH AND MAKING A LEFT TURN, THE VEHICLE ACCELERATED AND CRASHED INTO A CURB OVER AN EMBANKMENT. THE CONTACT SUSTAINED MAJOR INJURIES AND A BROKEN ANKLE. THE VEHICLE WAS TOWED. THE VEHICLE WAS REPAIRED. THE DEALER WHERE THE CONTACT PURCHASED THE VEHICLE WAS NOTIFIED AND THEY STATED THAT THEY WOULD REPORT IT TO TOYOTA. THE CONTACT HAS NOT DRIVEN THE VEHICLE SINCE THE CRASH OCCURRED. THE FAILURE AND CURRENT MILEAGES WERE 6975.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10278567  
**Date of Incident:** 20090725  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** NORTH HAVEN, CT  
**NHTSA Summary:**  
 TL\*THE CONTACT OWNS A 2007 LEXUS ES350. THE CONTACT STATED THAT THE VEHICLE ACCELERATES WITHOUT WARNING. SHE STATED THAT THE ENGINE MADE A SOUAILING NOISE WHEN SHE PRESSED THE PUSH TO START BUTTON. SHE DEPRESSED THE BRAKE PEDAL, PLACED THE VEHICLE INTO REVERSE, AND THE VEHICLE SPED UP AND WOULD NOT STOP. SHE DEPRESSED THE BRAKE PEDAL WITH ALL OF HER STRENGTH, BUT THE VEHICLE WOULD NOT STOP. IT FINALLY CAME TO A STOP WHEN IT STRUCK THE SIDE OF A GARAGE. THE CONTACT WAS BRUISED AND STARTLED. A POLICE REPORT WAS FILED. THE SPEED WAS UNKNOWN. THE FAILURE MILEAGE WAS 39,000.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10299727  
**Date of Incident:** 20090726  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** NORWALK, CT

**NHTSA Summary:**  
 TL\*THE CONTACT OWNS A 2010 TOYOTA CAMRY. WHILE DRIVING APPROXIMATELY 5 MPH INTO A PARKING SPACE THE VEHICLE SUDDENLY ACCELERATED WITHOUT WARNING CAUSING THE VEHICLE TO CRASH INTO A BUILDING. THE CONTACT WAS NOT INJURED. A POLICE REPORT WAS FILED. THE VEHICLE WAS TAKEN TO THE DEALER AND  
**Additional Summary:**

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THE CONTACT WAS INFORMED THAT THE FAILURE COULD NOT BE REPRODUCED. THERE WERE NO PRIOR WARNINGS. THE CURRENT AND FAILURE MILEAGES WERE 286.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10279326  
**Date of Incident:** 20090802  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** NORTH TONWANDA, NY

**NHTSA Summary:**  
TOYOTA CAMRY 2009 - WHILE DRIVING ON THE HIGHWAY THE CAR SUDDENLY ACCELERATED FROM 65MPH TO 90MPH WITHOUT EVEN TOUCHING THE GAS PEDDLE. IT WAS FULL THROTTLE. WHEN TRYING TO STOP IT BECAME VERY DIFFICULT FOR THE BRAKES TO DEPRESS. HAD TO PUSH DOWN ON BRAKES VERY HARD TO GET IT TO SLOW DOWN. THE NEXT DAY DRIVING ON A LOCAL STREET I PULLED OUT OF MY STREET AND STARTED TO ACCELERATE AND THE IT JUST ACCELERATED OUT OF CONTROL, GOING FROM 30MPH TO 50MPH. TRIED THE BRAKES AND THEY FELT LIKE THEY WEREN'T WORKING UNTIL YOU HAD TO STEP ON THEM ALL THE WAY. THAT WAS TWO DAYS IN A ROW THAT THIS HAPPEN. TOOK INTO THE DEALERSHIP AND THEY SAID THEY COULDN'T FIND ANYTHING WRONG WITH THE CAR OR DUPLICATE THE PROBLEM. I HAVE RESEARCHED THIS ISSUE AND HAVE FOUND THAT THERE IS A LOT OF COMPLAINTS OF THIS VERY SAME PROBLEM. SOMETHING NEEDS TO GET DONE OR THERE WILL BE A LOT OF ACCIDENTS. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10290893  
**Date of Incident:** 20090803  
**Vehicle:** 2008 TOYOTA TUNDRA  
**Location of Incident:** GLASGOW, KY

**NHTSA Summary:**  
WAS RETURNING HOME VIA THE INTERSTATE FROM FL; WE EXITED TO REFUEL. I FILLED THE TRUCK UP AT A SHELL STATION AS WE WERE LEAVING THE PUMPS I STARTED MY TUNDRA PLACED MY FOOT ON THE BRAKE TO PLACE IT INTO GEAR AND SUDDENLY WITHOUT WARNING AFTER PLACING THE VEHICLE INTO DRIVE IT TOOK OFF JUST LIKE I HAD PRESS THE ACCELERATOR IT ALTHOUGH I HAD NOT EVEN PLACED MY FOOT ON THE GAS PEDAL. I IMMEDIATELY DEPRESSED THE BRAKE AS FORCEFULLY AS I COULD THE VEHICLE KEPT ACCELERATING; I PLACED THE VEHICLE INTO NEUTRAL WITH THE ENGINE STILL REVING LIKE THE GAS PEDAL WAS STILL BEING DEPRESSED. I THEN TURNED OFF THE KEY. THIS WAS THE FIRST AND ONLY TIME I HAD EXPERIENCED ANY SUCH PROBLEM SINCE PURCHASING THIS VEHICLE. SO FAR NOTHING HAS BEEN DONE TO THE VEHICLE IN RELATION TO THIS PROBLEM. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10291015  
**Date of Incident:** 20090806  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** FAYETTEVILLE, AR

**NHTSA Summary:**  
THERE HAS BEEN 2 OCCASIONS THAT MY CAR HAS ACCELERATED RAPIDLY WHILE DRIVING WITH THE CRUISE CONTROL ON. THE SPEED WAS SET AT 73MPH. MY FOOT WAS

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**NHTSA ODI No:** 10282294  
**Date of Incident:** 20090829  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** CORAOPOLIS, PA

**NHTSA Summary:**  
2008 TOYOTA TACOMA TRD OFF-ROAD LARGE, SUDDEN, UNEXPECTED INCREASE IN ENGINE RPM'S WHILE STOPPED AT A RED TRAFFIC LIGHT. I HAD JUST COME TO A COMPLETE STOP AT A RED LIGHT WHEN THE ENGINE SUDDENLY BEGAN TO ROAR. WHEN THIS HAPPENED, I WAS NOT ABLE TO KEEP THE TRUCK FROM MOVING FORWARD BY APPLYING ADDITIONAL BRAKING PRESSURE. A MAN WHO WAS ABOUT TO CROSS THE STREET IN FRONT OF THE TRUCK HEARD THE NOISE AND JUMPED BACK ONTO THE CURB TO AVOID BEING HIT. THE TRUCK PROCEEDED THROUGH THE INTERSECTION AND APPROX. ANOTHER 100 FEET BEFORE THE RPM'S RETURNED TO NORMAL AND THE VEHICLE CAME TO A STOP. I WAS VERY FORTUNATE THERE WAS NO CROSS TRAFFIC AT THE TIME THIS PROBLEM OCCURRED. APPROX MILEAGE IS 10K. PLEASE NOTE THE FOLLOWING: 1 - MY FOOT WAS ON THE BRAKE, NOT THE GAS PEDAL. AND I DO NOT DRIVE USING BOTH FEET. AND MY SHOE SIZE IS 8. 2 - THE FLOOR MAT WAS LYING FLAT ON THE FLOOR WHEN THIS WAS HAPPENED. 3 - I AM VERY FAMILIAR WITH THE SLIGHT INCREASE IN RPM'S THAT HAPPENS WHEN THE AIR CONDITIONING CYCLES, AND THIS WAS SEVERAL ORDERS OF MAGNITUDE BEYOND THAT. THIS IS THE 5TH TOYOTA PICKUP I HAVE OWNED IN THE PAST 12 YEARS, AND THE ONLY ONE TO HAVE THIS KIND OF THIS ISSUE. THERE IS SOMETHING WRONG WITH THE DESIGN OF THESE TRUCKS AND IT CAUSES AN EXTREMELY DANGEROUS SITUATION WHEN IT OCCURS. I WAS WELL AWARE OF THE COMPLAINTS YOU HAVE RECEIVED FROM OTHERS FOR THIS VERY SAME PROBLEM, LONG BEFORE EXPERIENCING IT MYSELF. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10292656  
**Date of Incident:** 20090903  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** LONG BEACH, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA PRIUS. HE STATED THAT WHEN HE APPROACHED A STOP LIGHT AND ENGAGED THE BRAKE PEDAL, THE VEHICLE ACCELERATED WITHOUT WARNING. THE CONTACT LOST CONTROL OF THE VEHICLE AND CRASHED INTO A TREE. THE AIR BAGS DEPLOYED; HOWEVER, THE VEHICLE WAS TOWED TO AN AUTHORIZED DEALER TO BE REPAIRED. THE DEALER CONFIRMED THAT THE FAILURE COULD HAVE BEEN DUE TO THE FLOOR MATS. THE VEHICLE IS BEING REPAIRED AND THE INSURANCE COMPANY WILL BE RESPONSIBLE FOR THE REPAIR COST. THE CONTACT IS VERY CONCERNED OF THE SAFETY RISK AND THE POSSIBILITY THAT THE FAILURE COULD REOCCUR. THERE WERE NO INJURIES. THE FAILURE AND CURRENT MILEAGES WERE 15000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10293776  
**Date of Incident:** 20090915  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** SAN JOSE, CA

**NHTSA Summary:**  
THE CAR ACCELERATED SUDDENLY WHILE MY DAUGHTER WAS PARKING IT. IT JUMPED TWO CURBS AND SIDESWIPE A TREE BEFORE SHE WAS ABLE TO STOP IT. THE DEALER

**Safety Research & Strategies**

*Toyota Sudden Unintended Acceleration: Appendix B*

NOT TOUCHING THE FOOT PEDAL NOR WAS THE FLOOR MAT. IN BOTH INSTANCES I WAS MAKING A CURVE IN THE ROAD WHEN IT HAPPENED. ON ONE OF THE TWO OCCASIONS I RECEIVED A SPEEDING TICKET TOTALING AROUND 300.00. THE CAR HAD ACCELERATED TO 95 BEFORE I REGAINED CONTROL. ANOTHER PROBLEM I HAVE NOTICED WITH THE VEHICLE IS WHEN TRAVELING AT SLOW RATES OF SPEED (IN 3RD GEAR AUTOMATIC), THE CAR WILL SPORADICALLY HAVE POWER SURGES AND JOLT FORWARD. I HAVE HAD THE VEHICLE SINCE JAN. 09 AND THE PROBLEMS DESCRIBED ABOVE HAVE ONLY HAPPENED 2-3 TIMES EACH. I HAVE NOT CONTACTED ANY REPAIR CENTERS REGARDING THE ISSUES. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10282360  
**Date of Incident:** 20090807  
**Vehicle:** 2008 LEXUS IS250  
**Location of Incident:** WALTHAM, MA

**NHTSA Summary:**  
I WAS PULLING INTO A PARKING SPACE WITH MY FOOT ON THE BRAKE, ALMOST TO A COMPLETE STOP WHEN THE CAR SUDDENLY ACCELERATED & I WENT UP OVER A CURB & HIT A TRANSFORMER. THE DISTANCE WAS ONLY ABOUT 8 FEET. I DO NOT KNOW HOW FAST I WAS GOING PROBABLY ABOUT 15 - 30 MPH. I MOVED THE TRANSFORMER ABOUT 3 FEET. (THE TRANSFORMER WEIGHED ABOUT 1/2 - 1 TON) I DO NOT KNOW HOW THE CAR ACCELERATED. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10285914  
**Date of Incident:** 20090823  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** MELVILLE, LA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2006 TOYOTA AVALON. SHE EXPERIENCED UNINTENDED VEHICLE ACCELERATION WHEN ENTERING A PARKING SPACE. AS A CONSEQUENCE, SHE CRASHED INTO ANOTHER VEHICLE. HER KNEE WAS INJURED. THE CAUSE OF THE FAILURE WAS UNKNOWN. THE FAILURE AND CURRENT MILEAGES WERE 52,000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10290906  
**Date of Incident:** 20090827  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** EAST FALLOWFIELD, PA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2009 TOYOTA CAMRY. WHILE DRIVING IN REVERSE, HIS VEHICLE ACCELERATED. AFTER REPEATED BRAKE APPLICATION, ENGAGING THE PARKING BRAKE, AND THEN TURNING THE VEHICLE OFF, THE CONTACT WAS ABLE TO DRIVE NORMALLY. THE DEALER ADVISED HIM TO REMOVE THE DRIVER-SIDE FLOOR MATS. THE FAILURE MILEAGE WAS 13,000.

**Additional Summary:**

**Toyota ID No:**

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TOLD US SHE MUST HAVE STEPPED ON THE ACCELERATOR INSTEAD OF THE BRAKE, BUT SHE INSISTS THAT SHE DIDN'T. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10286101  
**Date of Incident:** 20090919  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** PALM HARBOR, FL

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2009 TOYOTA CAMRY. WHILE PARKING THE VEHICLE AND SHIFTING THE GEAR IN PARK, THE VEHICLE ACCELERATED AND CRASHED INTO A WALL. THE AIR BAGS DID NOT DEPLOY. THERE WERE NO INJURIES. THE MANUFACTURER HAS NOT OFFERED ANY ASSISTANCE. THE CONTACT STATED THAT THE CARPET IN THE VEHICLE WAS NOT RELATED TO THE FAILURE. THE CURRENT AND FAILURE MILEAGES WERE 4,400.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10292577  
**Date of Incident:** 20090922  
**Vehicle:** 2006 LEXUS IS250  
**Location of Incident:** NEWBURY PARK, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2006 LEXUS IS250. WHILE THE CONTACT WAS APPROACHING A STOP SIGN WITH HIS FOOT ON THE BRAKE PEDAL, THE VEHICLE SUDDENLY ACCELERATED FORWARD WHICH CAUSED THE CONTACT TO REAR ENDED THE VEHICLE IN FRONT OF HIM. THE VEHICLE WAS TAKEN TO THE DEALER WHO INFORMED HIM TO REMOVE THE MATS FROM THE VEHICLE. THERE WERE NO PRIOR WARNINGS. THE CURRENT AND FAILURE MILEAGES WERE 70000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10285976  
**Date of Incident:** 20090928  
**Vehicle:** 2010 TOYOTA TUNDRA  
**Location of Incident:** TEXAS CITY, TX

**NHTSA Summary:**  
THE CONTACT OWNS A 2010 TOYOTA TACOMA. THE CONTACT STATED AS HE WAS DRIVING AND COMING TO A STOP AT THE STOP SIGN HIS VEHICLE ENGINE STARTED TO RACE AS IF IT WAS GETTING READY TO ACCELERATE. CONTACT DEPRESS THE BRAKES BEFORE IT ACCELERATE. HE HAS NOT TAKEN HIS VEHICLE TO THE DEALER AS YET OR THE CALL THE MANUFACTURE TO INFORM THEM OF THIS ISSUE. THE FAILURE MILEAGE WAS 600...MW

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10289153  
**Date of Incident:** 20091005  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** HILLSBORO BEACH, FL

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*Toyota Sudden Unintended Acceleration: Appendix B*

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 ES350 LEXUS. WHILE DRIVING 60 MPH ALL OF A SUDDEN THE VEHICLE ACCELERATED WITHOUT TOUCHING THE ACCELERATOR PEDAL. HE APPLIED THE BRAKES; HOWEVER, THE VEHICLE WOULD NOT STOP. HE WAS FORCED TO SHIFT GEARS INTO NEUTRAL TO STOP THE VEHICLE; ALTHOUGH, THE VEHICLE STOPPED THE ENGINE WAS STILL REVVING. THE CONTACT HAD TO ENGAGE THE ACCELERATOR PEDAL A COUPLE OF TIMES SINCE IT WAS STUCK IN PLACE. THE DEALER COULD NOT DUPLICATE THE FAILURE. WITHIN THE LAST THREE TO FOUR WEEKS THE FAILURE HAS HAPPENS 3 TO 4 TIMES AND HAS BECOME PROGRESSIVELY WORSE. THE DEALER WILL MAKE ANOTHER ATTEMPT TO DIAGNOSE THE FAILURE AND THE MANUFACTURER WAS NOTIFIED OF THE ACCELERATION PROBLEM. THE FAILURE AND CURRENT MILEAGE WAS 6000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10288703  
**Date of Incident:** 20091016  
**Vehicle:** 2009 TOYOTA TACOMA  
**Location of Incident:** HUNTINGDON VALLEY, PA

**NHTSA Summary:**

I WAS ON MY WAY TO WORK IN MY NEW (3 MONTHS OLD) 2009 TOYOTA TACOMA. I WAS ABOUT ONE BLOCK FROM HOME WHEN I WAS APPROACHING A RED LIGHT. AS I WAS BRAKING FOR THE RED LIGHT AND THE ENGINE SUDDENLY SPED UP ON ITS OWN. I HAD TO PRESS DOWN VERY HARD ON THE BRAKES TO STOP THE CAR, BUT WHEELS WERE STILL SPINNING CAUSE THE BRAKES TO SMOKE. (I COULD SEE THE SMOKE IN MY REAR VIEW MIRROR. I HAD TO PUT THE CAR IN PARK TO COMPLETELY STOP THE FORWARD MOVEMENT OF THE CAR. THE ENGINE CONTINUED TO RUN AT VERY HIGH RPM. I THEN SHUT THE VEHICLE OFF. I STARTED THE CAR AGAIN IN PARK, THE ENGINE AGAIN RACED UP MUCH HIGHER THAN NORMAL. I SHUT THE CAR OFF AGAIN AND RESTARTED AND EVERY THING WAS NORMAL. I HAD THE CAR TOWED TO THE TOYOTA DEALER AS I FELT IT WAS UNSAFE TO DRIVE. PRIOR IT BEING TOWED I CHECKED THE GAS PEDAL AND THEIR WERE NO OBSTRUCTIONS AROUND IT. THE DEALER COULD NOT FIND ANY FAULT CODES OR STICKING LINKAGE ETC. THEY ALSO TOOK IT FOR A TEST DRIVE. THE SERVICE MANAGER SUGGESTED I ACCIDENTALLY PUT MY FOOT ON THE GAS INSTEAD OF THE BRAKE, WHICH I TRULY BELIEVE IS NOT THE CASE HERE. I SAW OTHER REPORTS ON THE INTERNET SIMILAR TO THIS FOR THE TACOMA SO I FELT COMPELLED TO NOTIFY YOU. KINDLY REQUEST THAT YOU LOOK INTO THIS MATTER AS SOMEONE COULD EVENTUALLY GET SERIOUSLY HURT OR KILLED. NOTE: I WAS NOT USING CRUISE CONTROL AT THE TIME OF THE INCIDENT. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:**  
**Date of Incident:** 20091019  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** PHILADELPHIA, PA

**NHTSA Summary:**

On October 19, 2009, Eva Gomez was parking in her designated parking spot at her condominium located at 136 Benjamin Court, Philadelphia, PA 19114, at approximately 3:00 pm. While her foot was still on the brake, the car unintentionally accelerated, hitting a gas pipe in the condominium and setting fire to the building as well as her car.

**Additional Summary:****Safety Research & Strategies***Toyota Sudden Unintended Acceleration: Appendix B***Toyota ID No:**

**NHTSA ODI No:** 10291932  
**Date of Incident:** 20091022  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** RICHBORO, PA

**NHTSA Summary:**

OUR 2009 TOYOTA CAMRY HYBRID HAS EXPERIENCED THREE SEPARATE INCIDENCES OF SUDDEN UNINTENDED ACCELERATION DURING THE PAST NINE MONTHS. THE CAR WAS PURCHASED IN APRIL OF 2008. THE FIRST EVENT OCCURRED IN FEBRUARY 2009. THE SECOND AND THIRD EVENTS OCCURRED IN JULY 2009 AND OCTOBER 2009, RESPECTIVELY. IN ALL THREE EVENTS THE ACCELERATOR WAS GRABBED AND BEGAN TO SPEED UNCONTROLLABLY. DURING THE FIRST EVENT, THE CAR CONTINUED TO ACCELERATE EVEN AFTER I REMOVED MY FOOT FROM THE ACCELERATOR. DURING THE SUBSEQUENT TWO EVENTS, THE CAR ACCELERATED WITHOUT MY FOOT EVEN BEING ON THE GAS PEDAL. IN ALL INSTANCES, IT FELT AS IF THE RESUME BUTTON OF THE CRUISE CONTROL (WHICH WAS OFF AT ALL TIMES) WAS DEPRESSED. SPEEDS REACHED IN EXCESS OF 60MPH IN EACH EVENT. DURING THE FIRST TWO EVENTS, A COMBINATION OF EXTREME-PRESSURE BRAKING AND SHIFTING THE CAR INTO NEUTRAL WORKED TO STOP THE CAR, THANKFULLY, WITHOUT INCIDENT. DURING THE THIRD EVENT, AFTER ROUGHLY FIVE TO TEN SECONDS OF ACCELERATION, A "POP" WAS HEARD AT WHICH TIME THE CAR'S ACCELERATION CEASED AND RETURNED TO NORMAL. THE CAR WAS TAKEN TO THE DEALER AFTER EACH INCIDENT. ALL THREE TIMES DIAGNOSTICS WERE PERFORMED AND ALL THREE TIMES THE SAME ANSWER... "FOUND NO CURRENT OR PENDING FAULT CODES." THE FIRST TIME IT WAS BLAMED ON AN AFTER-MARKET FLOOR MAT. WHILE ONE WAS INSTALLED, IT WAS THE TYPE WITH "GRABBER" SPIKES ON THE UNDERSIDE TO PREVENT MOVEMENT, SIMILAR TO A CHAIR MAT. I KNEW THAT THIS WAS NOT THE CAUSE BUT, AS A PRECAUTION, I REMOVED THE AFTER-MARKET FLOOR MAT. FOR THE SECOND EVENT, AGAIN, THE DEALER FOUND NO FAULTS AND, AGAIN, SUGGESTED FLOOR MATS. THE ONLY FLOOR MAT IN THE VEHICLE WAS THE FACTORY-INSTALLED CARPETED FLOOR MAT WHICH WAS SECURED BY THE FACTORY-INSTALLED RETAINING HOOKS. FLOOR MATS WERE NOT THE ISSUE. AS AN EXTRA PRECAUTION, HOWEVER, I REMOVED THE CARPETED MAT. THE THIRD EVENT OCCURRED ON OCTOBER 22, 2009. CAR WAS TAKEN TO DEALER. FACTORY TECHNICIAN WAS BROUGHT IN. NO PROBLEM FOUND. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10289797  
**Date of Incident:** 20091024  
**Vehicle:** 2008 TOYOTA AVALON  
**Location of Incident:** JACKSON, NJ

**NHTSA Summary:**

WHILE PULLING INTO A MARKED PARKING SPACE VEHICLE SUDDENLY ACCELERATED. IT JUMPED TWO WHEEL STOPPERS, WENT UP A SMALL HILL AND WITHIN A COUPLE OF FEET OF RUNNING INTO A CEMENT BUILDING BEFORE I COULD STOP IT. VERY VERY SCARY SITUATION. I CALLED GERMAIM TOYOTA IN NAPLES, FLORIDA AND HAD THE VEHICLE TAKEN THERE. AT THIS POINT IN TIME, I DON'T KNOW HOW THEY ARE GOING TO CORRECT THE PROBLEM. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10292366

**Safety Research & Strategies***Toyota Sudden Unintended Acceleration: Appendix B*

**Date of Incident:** 20091026  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** PHENIX CITY, AL

**NHTSA Summary:**

CAR ACCELERATOR TOOK OFF WHILE PARKED AT DRIVE IN BANK. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10293690  
**Date of Incident:** 20091028  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** BEACHWOOD, OH

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHILE SHIFTING THE VEHICLE INTO REVERSE, THE VEHICLE SUDDENLY ACCELERATED BACKWARDS. HE ATTEMPTED TO SHIFT THE VEHICLE INTO NEUTRAL, BUT THE ENGINE CONTINUED TO REVEE. EVENTUALLY HE TURNED THE ENGINE OFF AND THE VEHICLE STOPPED. ALSO WHILE AT A STOP LIGHT THE VEHICLE ACCELERATED WITHOUT INTENTION. HE CONTACTED THE MANUFACTURER AND WAS NOT PROVIDED WITH ANY ASSISTANCE. THE VEHICLE WAS TAKEN TO THE DEALER SEVERAL TIMES. THE FIRST TECHNICIAN COULD NOT IDENTIFY THE CAUSE OF THE FAILURE. AT THE SECOND INSPECTION THE TECHNICIAN STATED THE FLOOR-MATS DID NOT CAUSE THE FAILURE. HOWEVER HE CONCLUDED THAT THE COMPUTER NEEDED TO BE REPROGRAMMED. NO REPAIRS WERE MADE. THE FAILURE AND CURRENT MILEAGES WERE 10,000.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10290983  
**Date of Incident:** 20091028  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** WESTLAKE VILLAGE, CA

**NHTSA Summary:**

FAULTY ACCELERATOR ON 2007 ES 350. VEHICLE SPED UP WITH FOOT OFF THE ACCELERATOR. ONLY ONE OCCURRENCE. WAS ABLE TO USE BREAK TO SLOW DOWN VEHICLE. ACCELERATOR FINALLY STOPPED. IMMEDIATELY CHECKED FLOOR MATS WHICH WERE SECURED AND HOOKED. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10291091  
**Date of Incident:** 20091031  
**Vehicle:** 2008 LEXUS IS250  
**Location of Incident:** FREEHOLD, NJ

**NHTSA Summary:**

I WAS DRIVING MY WIFE'S LEXUS 2008 IS 250 OUT OF A PARKING LOT WHEN APPLYING MY FOOT ON THE BRAKE THE CAR ACCELERATED. I NOW SLAMMED MY FOOT ON THE BRAKES AND THE CAR CONTINUED TO ACCELERATE. THE ONLY THING THAT STOPPED MY CAR WAS THE CAR IN FRONT OF IT WITH VERY LITTLE DAMAGE. IF THE CAR WAS NOT IN FRONT OF ME I WAS ACCELERATING FASTER INTO ON COMING TRAFFIC. MY FLOOR MAT IS NOT ON THE FLOOR AS AFTER THE SAN DIEGO INCIDENT THAT WAS TOYOTA'S REASONING. WE WERE TOLD ROUGHLY A MONTH AND HALF AGO TO TAKE THE MAT OUT, WHICH I DID RIGHT AWAY. THEY CAN DENY IT ALL THEY WANT THIS CAR

**Safety Research & Strategies***Toyota Sudden Unintended Acceleration: Appendix B*

WAS ACCELERATING AND GETTING FASTER WHEN APPLYING THE BRAKE. THE POLICEMAN AT THE SCENE INSTRUCTED US TO NOT DRIVE THIS VEHICLE AND TO GET A LOANER WHICH WE DID. THE CAR WAS PICKED UP AND SENT TO LEXUS IN FREEHOLD. FIRST WE WERE TOLD NOTHING IS WRONG AND THEY TEST DROVE IT AND SUCH. THEY WERE KEEPING IT FOR 3 DAYS NOW THEY ARE TELLING US THEY ARE KEEPING IT FOR 3 WEEKS. THERE ARE REPORTS ALL OVER THE WEB ON THIS WITH OVER 2000 COMPLAINTS. IT IS OBVIOUS THERE IS A MAJOR DEFECT IN THEIR COMPUTER SYSTEM. THEY REALLY NEED TO STOP COVERING THIS UP AS 16 PEOPLE HAVE DIED. FYI, THIS HAS HAPPENED TO PEOPLE IN LEXUS LOANERS AND LOANERS DO NOT HAVE FLOOR MATS. AGAIN, LUCKILY THE CAR WAS ONLY 15 FEET IN FRONT OF ME WHAT IF IT WAS 100 FT! \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10290815  
**Date of Incident:** 20091101  
**Vehicle:** 2008 TOYOTA SEQUOIA  
**Location of Incident:** WESTFORD, MA

**NHTSA Summary:**

MY 2008 TOYOTA SEQUOIA STARTED TO ACCELERATE FROM A STOP, WITH MY FOOT STILL ON THE BRAKE) WITHOUT PRESSING ON THE GAS. IT TOOK BOTH FEET STANDING ON THE BRAKE TO TRY AND STOP MY VEHICLE. IT PUSHED MY VEHICLE INTO THE CAR IN FRONT OF ME. MY TIRES WITH SCREECHING AND MY VEHICLE WAS PUSHING THE CAR IN FRONT OF ME. IT FINALLY STOPPED AFTER A FEW SECONDS AS I WAS GOING TO TRY AND PUT THE CAR IN PARK OR NEUTRAL. MY FLOOR MAT WAS IN CORRECT POSITION- NOT JAMMED AND MY FOOT WAS NOT ON THE ACCELERATOR. I WAS HAPPY TO HAVE WITNESS WITH ME AS NO ONE WOULD HAVE BELIEVED ME. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10291518  
**Date of Incident:** 20091101  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** LENEXA, KS

**NHTSA Summary:**

MY 2005 TOYOTA TACOMA ACCELERATOR WENT FULL OPEN THROTTLE AND THE TRUCK RAN AWAY FULL OPEN THROTTLE WITH OUT ME PRESSING ON THE GAS PEDAL, I COULD NOT STOP THIS WITH CONDITION WITH THE BRAKE PEDAL BURNING MY BRAKES TO A SMELL OF BURNT BRAKE PAD. THIS HAPPEN IN THE DAY TIME AND THE FLOOR MAT WAS NO WHERE CLOSE OR NEAR THE ACCELERATOR PEDAL, I LOOKED DOWN TO CHECK THE FLOOR MAT POSITION. TO STOP THE RUN AWAY VEH AND OVER REVVING ENGINE CONDITION I HAD TO TURN THE IGN KEY TO THE OFF POSITION, AND I PUT THE TRANS IN NEUTRAL AND COASTED TO A STOP TO VOID ENGINE DAMAGE AND CRASHING. THIS CONDITION HAPPENED WHILE ACCELERATING ONTO A HWY WHERE THE POSTED SPEED LIMIT IS 65MPH. AFTER RESTARTING THE ENGINE IN WAS BACK TO NORMAL AND THIS CONDITION HAS NOT HAPPENED AGAIN IN THE LAST 150 MILES THAT I HAVE DRIVEN THE TRUCK. THE TOYOTA DEALERSHIP SAID THEY DON'T HAVE A REPAIR AND DON'T WANT CAUSED MY TRUCK TO GO WIDE OPEN THROTTLE BY ITSELF. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10291337  
**Date of Incident:** 20091103

**Safety Research & Strategies***Toyota Sudden Unintended Acceleration: Appendix B*



**Vehicle:** 2009 TOYOTA TACOMA  
**Location of Incident:** SUDBURY, MA

**NHTSA Summary:**  
ON TUESDAY, NOVEMBER 3, 2009, I WAS COMING OUT OF A STOP LIGHT AND THE THROTTLE WENT TO FULL OPEN AND STUCK. (2009 TACOMA - JUST A YEAR OLD) I AM A CONSERVATIVE DRIVER AND DO NOT GUN THE ENGINE. I WAS PULLING INTO THE INTERSECTION GRADUALLY AND HADN'T EVEN LET THE CLUTCH OUT ALL THE WAY YET TO SHIFT OUT OF FIRST WHEN THE THROTTLE WHEN TO FULL. (THANK GOODNESS I HAVE A STANDARD) I BABIED THE CLUTCH TO GIVE ME JUST ENOUGH GAS TO MOVE THROUGH THE INTERSECTION AND STOP ON THE OTHER SIDE. I TURNED OFF THE TRUCK AND WHEN I TURNED IT BACK ON, IT WAS FINE. THE ENGINE SMELLED AWFUL! I CHECKED THE FLOOR MAT WHEN I STOPPED BECAUSE I KNOW IT CAN CAUSE PROBLEMS AND I HAD A NON-CONFORMING MAT, SO I KEEP AN EYE ON IT, BUT THE MAT WASN'T THE PROBLEM. ALSO, I NEVER HAD THE ACCELERATOR DOWN VERY FAR AT ALL WHEN THE THROTTLE OPENED UP, SO I DON'T SEE HOW THE MAT COULD CAUSE THE THROTTLE TO OPEN FULL, STICK YES, BUT OPEN FULL BY ITSELF? I DROVE IT THE REST OF THE WAY TO WORK (LESS THAN 2 MILES) AND THE SMELL BLEW AWAY AND ALL SEEMED OK. I HAD IT IN THE SHOP TODAY AND THEY COULD FIND NOTHING WRONG AND TOLD ME TO REMOVE THE MATS. FINE, I CAN DO THAT, BUT MEANWHILE IT MAKES ME NERVOUS THAT IT COULD HAPPEN AGAIN. THE SERVICE DEPARTMENT REPRESENTATIVE AGREED WITH ME THAT HE DIDN'T SEE HOW THE MATS COULD HAVE CAUSED THE PROBLEM. I DID NOT KNOW ABOUT THIS BEING A GENERAL PROBLEM AND IN THE NEWS RIGHT NOW (I DON'T WATCH TV AND I MISS THE NPR STORY OR IT ISN'T FRONT PAGE, I MAY NOT HEAR THINGS). WHEN I FOUND OUT OTHERS WERE HAVING THE PROBLEM, I THOUGHT I SHOULD WRITE ABOUT MINE. \*TR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10292727  
**Date of Incident:** 20091103  
**Vehicle:** 2009 TOYOTA VENZA  
**Location of Incident:** GLENDALE, TX

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2009 TOYOTA VENZA. HE STATED THAT WHILE HE WAS DRIVING IN REVERSE WITH HIS FOOT ON THE BRAKE PEDAL, THE VEHICLE UNEXPECTEDLY ACCELERATED AND HIT A TREE. THE ENGINE WAS STILL ON; HOWEVER, HE TURNED THE VEHICLE OFF AND PUSHED IT INTO THE GARAGE FOR FEAR THAT THE FAILURE WOULD REOCCUR. THE CONTACT SUSTAINED A LARGE LACERATION TO HIS HEAD. HE WAS REQUIRED TO GET STAPLES FOR HIS HEAD INJURY. THE AIRBAGS DID NOT DEPLOY. THE DEALER DID NOT OFFER ANY ASSISTANCE; YET, THEY ADVISED THE CONTACT TO NOTIFY THE MANUFACTURER. THE MANUFACTURER STATED THAT THEY WOULD ADVISE HIM OF THE DIAGNOSIS AFTER THEY RETRIEVE THE VEHICLE AND INSPECT IT. THE FAILURE AND CURRENT MILEAGES WERE 230.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10291042  
**Date of Incident:** 20091104  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** ITASCA, IL

**NHTSA Summary:**  
I CONCUR WITH THE TOYOTA OWNERS WHO ARE SAYING THAT THE PROBLEM IS SOME ELECTRONIC GLITCH. I HAVE ALSO EXPERIENCED THIS. I ONLY HAVE THE CARPET MATS,

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*Toyota Sudden Unintended Acceleration: Appendix B*

NOT THE ALL WEATHER ONES, AND JUST HAD THEM CHECKED AT THE DEALER AND THEY ARE PROPERLY FASTENED. MY CAR MOST OFTEN EXPERIENCES A PROBLEM ( ON OCCASION) WHEN YOU "YIELD" AT AN INTERSECTION AND DON'T STOP--THE CAR BUCKS OR THEN BOLTS. IT NEEDS MORE LOOKING INTO. THESE HIGH SPEED ACCELERATIONS BEING REPORTED ARE SCARY!\*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10294507  
**Date of Incident:** 20091112  
**Vehicle:** 2005 TOYOTA AVALON  
**Location of Incident:** SPRING, TX

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2005 TOYOTA AVALON. CONTACT STATED WHILE PARKING THE VEHICLE GOING UP A RAMP THE VEHICLE ACCELERATED AND CRASHED INTO WALL. THE CONTACT THOUGHT AT THE TIME HER FOOT SLIPPED ON THE BRAKE PEDAL. THE CONTACT WAS NOT HURT AND THE VEHICLE WAS REPAIRED. ONE YEAR AFTER THE FIRST INCIDENT, WHILE PULLING INTO THE DRIVEWAY THE VEHICLE SURGED AGAIN. THIS TIME THE CONTACT WAS ABLE TO BREAK AND STOP THE VEHICLE FROM ALWAYS CRASHING INTO THE GARAGE. CONTACT FEELS THIS VEHICLE IS UNSAFE AND REFUSES TO DRIVE THE VEHICLE. CURRENT MILEAGE WAS 47,000 AND FAILURE MILEAGE WAS 27,000.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10292198  
**Date of Incident:** 20091115  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** CHATSWORTH, CA

**NHTSA Summary:**  
WHILE TOYOTA HAS ISSUED A LETTER REGARDING NHTSA CAMPAIGN #09V388000, I BELIEVE THAT THE PROBLEM WITH CONTINUOUS ACCELERATION IS CAUSED NOT BY THE CARPET (WHICH IS A LUDICROUS STORY) BUT BY THE FAULTY CONTROL MECHANISM (PERHAPS, COMPUTER CHIPS) USED IN THE CRUISE CONTROL. MY 2006 AVALON HAS A LASER-GUIDED CRUISE CONTROL WHICH AUTOMATICALLY SLUWS DOWN MY VEHICLE WHEN IT APPROACHES TOO CLOSE TO THE VEHICLE AHEAD OF IT. AFTER A SAFE DISTANCE IS ATTAINED, IT THEN ACCELERATES TO KEEP UP WITH THE VEHICLE AHEAD. I HAVE NOTICED THAT SOMETIMES IN SO DOING, THE VEHICLE SURGES AS IF I WERE FLOORING THE GAS PEDAL. IT IS SCARY WHEN IT LUNGES FORWARD WITH SUCH A FORCE. I AM NO LONGER USING THE CRUISE CONTROL FOR THIS REASON. I BELIEVE THAT THE PROBLEM IS IN CERTAIN CRUISE CONTROL DEFECT. CARPET HAS NOTHING TO DO WITH IT. THAT SOUNDS LIKE A SMOKE SCREEN. PLEASE INVESTIGATE VIGOROUSLY. \*TR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10295530  
**Date of Incident:** 20091116  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** NORTH KINGSTOWN, RI

**NHTSA Summary:**

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*Toyota Sudden Unintended Acceleration: Appendix B*

ENTERING MY DRIVEWAY AT SLOW SPEED - APPROXIMATELY 5MPH TO DRIVE UP A SMALL INCLINE. ENGINE BEGAN TO RACE AND VEHICLE ACCELERATED AND CRASHED INTO GARAGE. GARAGE DOOR DESTROYED AND CONTENTS OF GARAGE DESTROYED. CONTENTS OF GARAGE ACTUALLY STOPPED THE VEHICLE WHICH IS A 2009 CAMRY. VEHICLE MAT HAD BEEN REMOVED DUE TO TOYOTA'S RECENT LETTER OF RECALL, THEREFORE THAT WAS NOT THE CAUSE OF EXTREMELY RAPID ACCELERATION. \*TR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10294121  
**Date of Incident:** 20091116  
**Vehicle:** 2009 TOYOTA MATRIX  
**Location of Incident:** BOCA RATON, FL

**NHTSA Summary:**  
TOYOTA ACCIDENT I DRIVE A LEASED 2009 TOYOTA MATRIX AT 8:24 AM ON NOVEMBER 16, 2009. PULLING INTO A PARKING SPACE AT THE DOCTORS OFFICE BUILDING AT 1905 CLINT MOORE RD BOCA RATON. THE CAR WAS ALMOST STOPPED AND MY FOOT WAS ON THE BRAKE, WHEN THE CAR REVVED UP TO THE MAXIMUM, JUMPED THE CURB AND HIT A PALM TREE. IMMEDIATELY SWITCHED OFF THE ENGINE. I WAS DAZED, AND AFTER A COUPLE OF MINUTES I GOT OUT THE CAR TO SEE THE DAMAGE. HAVING HEARD OF CAR MAT PROBLEMS, I INSPECTED THE MATS, BUT NOTHING WAS OUT OF PLACE. AFTER A FEW MINUTES, I WENT TO MY DOCTORS APPOINTMENT, BUT HAD TO LEAVE BEFORE I SAW THE DOCTOR, AS I DIDN'T FEEL WELL. DESPITE A LOT OF FRONT END DAMAGE, THE CAR WAS DRIVABLE, SO I DECIDED TO DRIVE THE CAR TO MY HOME, BUT I WAS FRIGHTENED ALL THE WAY AS I THOUGHT THE CAR MIGHT DO THE SAME THING AGAIN IN TRAFFIC. WHEN I GOT HOME I CALLED ALLSTATE AND REPORTED THE ACCIDENT. I TOLD THEM THERE IS A PROBLEM WITH THE CAR, AS IT ACCELERATED BY ITSELF, AND THE DRIVER SIDE AIRBAG DID NOT INFLATE. PER INSTRUCTIONS FROM ALLSTATE, THE CAR HAS BEEN TOWED TO ED MORSE CADILLAC FOR REPAIR OF THE DAMAGE INCURRED. MY QUESTION IS, CAN I LEGALLY BREAK MY LEASE AND RETURN THE CAR TO TOYOTA, AS IT IS UNSAFE.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10293406  
**Date of Incident:** 20091119  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** DADE CITY, FL

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2009 TOYOTA CAMRY. DURING BRAKE APPLICATION AT 10 MPH, THE VEHICLE ACCELERATED WITHOUT INTENTION. CONSEQUENTLY SHE REAR-ENDED ANOTHER VEHICLE. THE DRIVER SUSTAINED MODERATE INJURIES. THE POLICE AND AMBULANCE WERE CALLED TO THE SCENE. THE VEHICLE WAS TOWED TO AN AUTHORIZED DEALER FOR INSPECTION. THE CAUSE OF FAILURE HAS NOT BEEN DETERMINED AT THIS TIME. THE FAILURE AND CURRENT MILEAGE MILEAGES WERE 24,000.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10293611  
**Date of Incident:** 20091124  
**Vehicle:** 2010 TOYOTA CAMRY

**Safety Research & Strategies**

*Toyota Sudden Unintended Acceleration: Appendix B*

**Location of Incident:** SPRINGFIELD, PA

**NHTSA Summary:**  
11/24/09 I WAS DRIVING MY 2010 CAMRY IN A PARKING LOT. MY CHILDREN WERE IN THE BACK SEAT. I WAS TRAVELING 10 MPH. MY RIGHT FOOT WAS NOT ON THE GAS, NOR THE BRAKE, THE TORQUE OF THE ENGINE WAS SUFFICIENT FOR MOVING US ALONG WHILE LOOKING FOR A PARKING SPACE. MY RIGHT FOOT WAS ABOVE THE BRAKE AS I WAS SLOWLY LOOKING FOR A PARKING SPOT. SUDDENLY, I HEARD A VERY LOUD VVRROOOOMMM AND THE CAR SPONTANEOUSLY ACCELERATED AND LUNGED FORWARD APPROXIMATELY 20 FEET. THANKFULLY, I WAS ABLE TO BRAKE QUICKLY AND STOPPED THE CAR. I THEN TOOK IT TO THE DEALERSHIP. CONICELLI RAN A DIAGNOSTIC ON MY CAR. LATER THAT DAY WHEN I PICKED UP THE CAR, THEY SAID THEY FOUND NOTHING. WHEN I ASKED THEM WHERE THE "SPONTANEOUS ACCELERATION" (A PROBLEM TOYOTA EARLIER IN THE DAY TOLD ME THEY WERE HAVING) WOULD HAVE APPEARED ON THE DIAGNOSTIC, THEY WERE AT A LOSS. LET ME BE VERY CLEAR THAT THERE WAS NOT A FLOOR MAT IN THE DRIVERS SIDE. I DO NOT BELIEVE THE "SPONTANEOUS ACCELERATION" WAS CAUSED BY THE "MAT ISSUE." I KNOW MY EXPERIENCE WAS REAL AND NOT CAUSED BY DRIVER ERROR. I FEEL THE PROBLEM IS ELSEWHERE AND EXACERBATED FOR SOME DRIVERS BECAUSE THEY HAD THE FLOOR MATS IN PLACE. PLEASE PRESS TOYOTA TO GET TO THE BOTTOM OF THIS ISSUE. I NO LONGER FEEL SAFE IN MY 2010 TOYOTA CAMRY THAT I BOUGHT FOR SAFETY REASONS IN THE FIRST PLACE. \*TR THANK YOU.  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10293893  
**Date of Incident:** 20091125  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** LOVELAND, CO

**NHTSA Summary:**  
WHILE DRIVING N FROM DENVER ON I-25 ON 11-25-2009, SPEED LIMIT OF 75MPH, I HAD THE CRUISE CONTROL OPERATING SET AT A SPEED OF 75-77 MPH. THERE WAS NO FEET ON EITHER GAS OR BRAKE PEDAL. NOT UNTIL I FOUND THE TACOMA TRUCK CRUISING AT A SPEED ABOVE 90MPH DID I REALIZE SOMETHING WAS WRONG W/THE TRUCK. I USED THE BRAKE PEDAL AND DISENGAGED THE CRUISE CONTROL AND THE VEHICLE CAME UNDER MY CONTROL. AFTER RE-SETTING THE CRUISE CONTROL TO 75 +/- MPH, TO TEST THE ISSUE, IT OCCURRED AGAIN. I CHOSE TO COMPLETE THE TRIP W/O CRUISE CONTROL W/ DILIGENT OVERSITE. \*TR  
**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10293920  
**Date of Incident:** 20091126  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** HAMBURG, NY

**NHTSA Summary:**  
WE HAVE A TOYOTA AVALON 2007 & HAVE NOTICED THAT AFTER WE REENGAGE THE CRUISE CONTROL THERE IS A SUDDEN ACCELERATION UP TO THE PRESET SPEED, THERE HAS ALSO BEEN NUMEROUS INCIDENTS WHEN THE CAR ACCELERATES PAST THE PRESET SPEED & WE HAVE TO DISENGAGE THE CRUISE CONTROL & THEN RESET IT. \*TR  
**Additional Summary:**

**Toyota ID No:**

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*Toyota Sudden Unintended Acceleration: Appendix B*

**NHTSA ODI No:** 10295231  
**Date of Incident:** 20091127  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** BASCOM, FL

**NHTSA Summary:**  
ON NOVEMBER 27, 2009, MY BOYFRIEND AND I WERE DRIVING MY 2007 TOYOTA TACOMA HOME AFTER ATTENDING A FOOTBALL GAME AT AUBURN UNIVERSITY. MY BOYFRIEND WAS DRIVING AND AS HE WAS ACCELERATING TO PASS A SEMI, MY TACOMA'S ACCELERATOR SUCKED TO THE FLOOR, PUSHING MY VEHICLE TO DANGEROUS SPEEDS NEARLY CAUSING US TO REAR-END THE VEHICLE IN FRONT OF US. HE WAS UNABLE TO GET THE VEHICLE TO STOP USING THE BRAKE AND WAS UNABLE TO PRY THE ACCELERATOR UP WITH THE TOE OF HIS SHOE. HE RESORTED TO PUTTING THE VEHICLE IN NEUTRAL AND TURNING IT OFF. WE WERE TERRIFIED, IN HEAVY TRAFFIC AND IN A VEHICLE WE NO LONGER FELT SAFE DRIVING. APPROXIMATELY AN HOUR AFTER THE FIRST INCIDENT, THE TRUCK SUDDENLY ACCELERATED AGAIN. AS WE WERE SPEEDING UP AFTER BEING STOPPED AT A RED LIGHT, THE VEHICLE SURGED PULLING THE ACCELERATOR AWAY FROM MY BOYFRIEND'S FOOT TO THE FLOOR. HE RESORTED, AGAIN, TO PUTTING THE VEHICLE IN NEUTRAL IN ORDER TO STOP IT. WE TOOK THE TACOMA TO TOYOTA OF DOTHAN THE NEXT MORNING TO DETERMINE WHAT THE PROBLEM WAS. THE DEALERSHIP KEPT THE VEHICLE NEARLY A WEEK TO DETERMINE THE PROBLEM. THEY REPORTED THAT THE FLOOR MAT MUST HAVE BEEN CAUGHT UNDER THE GAS PEDAL. I KNOW FOR A FACT THE MAT WAS NOT UNDER THE ACCELERATOR. I HAD READ REPORTS PRIOR TO THE INCIDENT WHERE MISPLACED FLOOR MATS WERE CAUSING THE ACCELERATOR TO HANG AND I HAD PULLED THE MAT IN MY VEHICLE BACK INTO A SECURE LOCATION. I TALKED TO MY BOYFRIEND; HE REPORTED THAT THE MAT WAS IN ITS PROPER PLACE WHEN THE INCIDENT OCCURRED. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10298480  
**Date of Incident:** 20091129  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** LONG BEACH, CA

**NHTSA Summary:**  
ON 11/29/09 IN THE AFTERNOON AS I WAS PULLING INTO A PARKING SLOT IN A TRADER JOES PARKING LOT, MY 2007 TOYOTA PRIUS SUDDENLY ACCELERATED FORWARD OVER A CURB, ACROSS A CROSSWALK AND CAME TO REST AGAINST A TREE. SPACE COVERED BY THE CAR FROM ACCELERATION TO THE TREE WAS ABOUT 20-25 FEET. WITNESSES ATTEST THAT I WAS USING MY BRAKE AS THEY SAW THE LIGHTS. I DID NOT HAVE TIME TO ATTEMPT TO SHIFT THE CAR TO "NEUTRAL." THE FLOORMATS WERE NOT INTERFERING WITH THE ACCELERATOR PEDAL (I HAVE PICTURES) AND THE FLOOR MATS WERE HOOKED DOWN. FORTUNATELY NO ONE WAS HURT INCLUDING ME. THERE WAS SLIGHT DAMAGE TO THE FRONT DRIVERS SIDE BUMPER OF AN EMPTY CAR PARKED FACING ME. THERE WAS SUBSTANTIAL DAMAGE TO THE FRONT OF MY PRIUS. AS I STATED, THERE WERE TWO WITNESSES WHO GAVE ME THEIR CONTACT INFORMATION AND SAID THEY WOULD BE WILLING TO TESTIFY FOR ME IF NECESSARY. THERE WAS A TRADER JOE WORKER WHO CALLED A TOW TRUCK. THE DRIVER OF THE OTHER VEHICLE WITH THE MINIMAL DAMAGE WAS QUITE UPSET AND CALLED THE POLICE WHO CAME AND WROTE A REPORT. MY CAR HAS NEVER SUDDENLY ACCELERATED BEFORE - THIS WAS THE FIRST TIME. THE CAR WAS TOWED TO HOOMAN TOYOTA IN LONG BEACH. IN RESPONSE TO MY COMPLAINTS TO TOYOTA, A REGIONAL TEAM WAS SENT TO EVALUATE THE ACCELERATOR MECHANISM. THE CAR IS CURRENTLY BEING REPAIRED HOWEVER TOYOTA HAS NOT BEEN IN TOUCH WITH ME TO TELL ME THEIR FINDINGS. TOYOTA'S

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*Toyota Sudden Unintended Acceleration: Appendix B*

**Toyota ID No:**  
**NHTSA ODI No:** 10296245  
**Date of Incident:** 20091216  
**Vehicle:** 2009 TOYOTA TACOMA  
**Location of Incident:** SAN FRANCISCO, CA

**NHTSA Summary:**  
FIVE MONTHS OLD 2009 TOYOTA TACOMA PRERUNNER, V6 5-SPEED AUTOMATIC TRANSMISSION. HAD MADE SHORT TRIP FROM HOME AND WAS RETURNING. PROCEEDING DOWN SLIGHT GRADE ABOUT THREE BLOCKS FROM HOME MANUALLY DOWNSHIFTED FROM DRIVE TO 4TH. SEEING RED SIGNAL SEVERAL BLOCKS AHEAD DOWNSHIFTED AGAIN TO 3RD, THEN 2ND, SLOWING ENOUGH SO AS TO HAVE GREEN LIGHT AT INTERSECTION. MADE BRAKING RIGHT TURN AT INTERSECTION, AWARE FROM EXPERIENCE THAT I WOULD NOW HAVE RED LIGHT AT NEXT INTERSECTION AND WOULD HAVE TO STOP. AGAIN SLIGHT DOWNGRADE AFTER MAKING TURN. TRUCK REQUIRED MORE THAN NORMAL BRAKING TO SLOW PROPERLY AFTER TURN. FINALLY USED BOTH FEET TO APPLY MAXIMUM BRAKE PRESSURE. TRUCK STOPPED, BUT AFTER STOPPING ENGINE SURGED REPEATEDLY, CAUSING REAR WHEELS TO INTERMITTENTLY SPIN UNCONTROLLABLY ON DAMP PAVEMENT. ONLY FRONT WHEEL BRAKES WERE HOLDING TRUCK FROM CRASHING INTO ANOTHER VEHICLE. MANAGED TO SHIFT INTO PARK AND SHUT OFF ENGINE. WHEN RESTARTED, OPERATION WAS NORMAL. FLOOR MATS NOT INVOLVED! ENGINE WAS REPEATEDLY SURGING AND RETURNING TO NORMAL RPM. BOTH FEET WERE ON BRAKE PEDAL AND NOT ON ACCELERATOR. ODOMETER: 3850. CONDITIONS: NIGHT, HEADLIGHTS ON, HEATER BLOWER ON, A/C OFF, RADIO OFF. DUE TO SHORTNESS OF TRIP ENGINE WAS MOST LIKELY NOT FULLY WARMED UP TO NORMAL OPERATING TEMPERATURE. AFTER ARRIVING HOME TOOK TRUCK OUT FOR ANOTHER SHORT TRIP OVER SAME ROUTE. UNABLE TO REPLICATE SITUATION. AS RETIRED ELECTRONICS TECHNICIAN UNDERSTAND HOW DIFFICULT THIS TYPE OF INTERMITTENT ISSUE IS FOR TOYOTA TO REPLICATE OR CONFIRM, BUT IT IS HAPPENING, AND IT IS A MAJOR SAFETY ISSUE. AND IT IS A LOT MORE THAN "FLOOR MATS". FLOOR MATS MIGHT OCCASIONALLY CATCH AN ACCELERATOR PEDAL, BUT THEY DON'T MAKE AN ENGINE REPEATEDLY SURGE. BEEN DRIVING 50 YEARS... KNOW IT WHEN I SEE IT. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10299750  
**Date of Incident:** 20091221  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** ELK RIDGE, MD

**NHTSA Summary:**  
I WAS IN A PARKING LOT OF A SHOPPING COMPLEX AND I WAS TRYING TO LOOK FOR A PARKING SPOT. THERE WAS A PARKING SPOT BETWEEN 2 CARS ON THE RIGHT SIDE, I SLOWLY TURNED RIGHT INTO THE SPOT, THE CAR WAS IN THE SPOT AND THE CAR WAS STRAIGHT AND MY LEG WAS ON THE BRAKES. UNEXPECTEDLY THE CAR STARTED ACCELERATING ON ITS OWN, THEN THE CAR WITH GREAT SPEED CLIMBED UP THE CURB AND HIT THE HAIR SALON SHOP. THE SHOP HAD 2-3 FEET HIGH BRICK WALL AND MAIN DOOR AND OTHER THINGS ARE MADE WITH GLASS AND METAL FRAMES. THE CAR SMASHED THE WALL AND GLASS DOOR COMPLETELY AND LANDED INSIDE THE SHOP. I HAD TO PRESS THE BRAKES REALLY HARD AND FINALLY IT STOPPED THERE WAS A TIRE BURNING SMELL, I SAW THERE WAS BIG DRAG TIRE MARK ON THE SHOP FLOOR. THE AIR BAGS DID NOT OPEN. FORTUNATELY NOBODY WAS INJURED NOR THERE WAS ANY DAMAGES TO OTHER CARS IN THE PARKING LOT. I HAD RECEIVED A RECALL LETTER FROM TOYOTA 1-2 MONTHS BACK AND IT INDICATED THAT THE DRIVER SIDE FLOOR MAT CAN INTERFERE WITH THE GAS PEDAL AND IT HAD SUGGESTED TO REMOVE THE FLOOR MAT AND KEEP IT IN THE TRUNKS UNTIL FURTHER NOTICE. THEN I HAD REMOVED ALL

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*Toyota Sudden Unintended Acceleration: Appendix B*

BEHAVIOR TO MY COMPLAINTS OF SAFETY ISSUES HAS BEEN TO TELL ME THAT THE ONLY PROBLEM THEY HAVE IS FLOORMATS AND THAT MY PROBLEM HAS NEVER BEEN REPORTED BEFORE. THEIR IMPLICATION IS THAT I WAS AT ERROR. MY INSURANCE COMPANY STATE FARM INITIALLY HELD ME RESPONSIBLE FOR NOT CONTROLLING THE VEHICLE. WHEN I REFUSED THIS DECISION, SF DID MORE RESEARCH AND CHANGED THEIR RULING TO FIND FAULT WITH TOYOTA AND WILL TRY TO GET REIMBURSED FOR REPAIR COSTS AND MY DEDUCTIBLE. I EXPECT MY CAR TO BE READY NEXT WEEK AND AM DEEPLY CONCERNED THAT THE PROBLEM WILL NOT BE FIXED. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10294727  
**Date of Incident:** 20091205  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** ROMEVILLE, IL

**NHTSA Summary:**  
DRIVING A RENTAL 2010 COROLLA IN TUCSON. AS I WAS BRAKING TO A STOP AT A TRAFFIC LIGHT, THE CAR SUDDENLY SURGED AHEAD. FORTUNATELY I WAS FAR ENOUGH FROM THE VEHICLE STOPPED IN FRONT OF ME TO STAND HARD ON THE BRAKE AND BRING THE CAR TO A STOP. SCARY!! FLOOR MATS WERE PROPERLY SECURED AND NO WHERE NEAR THE PEDAL AREA. NEVER EXPERIENCED ANYTHING LIKE THIS BEFORE. TOYOTA HAS A PROBLEM WAY BEYOND FLOOR MATS.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10295518  
**Date of Incident:** 20091209  
**Vehicle:** 2008 LEXUS ES350  
**Location of Incident:** PITTSBURGH, PA

**NHTSA Summary:**  
2008 LEXUS 350 UNEXPECTED ACCELERATION. MOVING SLOW IN PARKING LOT PULLING INTO PARKING SPACE. LIGHT PRESSURE ON BRAKE. ENGINE WENT TO HIGH RPM CAR ACCELERATED PUSHED HARD ON BRAKE, PUT IN NEUTRAL. ENGINE WENT BACK TO IDLE. MY BUMPER HIT UNOCCUPIED PARKED CAR IN FRONT OF ME. DEALER DENIES ANYTHING WRONG. \*TR

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10296779  
**Date of Incident:** 20091215  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** MEREDITH, NH

**NHTSA Summary:**  
OUR LEASED 2007 TOYOTA PRIUS SOMETIMES "JUMPS" FORWARD UNEXPECTEDLY WHEN GOING OVER A STONE OR BUMP ON A DIRT ROAD OR OTHER STREET, BRIEFLY INCREASING ACCELERATION. THIS HAS HAPPENED WHEN TRAVELING A STRAIGHT ROAD AND ALSO WHEN TAKING A CORNER ONTO A DIRT ROAD. BRAKING DOESN'T SLOW DOWN THE ACCELERATION, INCREASING THE CHANCES OF A COLLISION WITH A VEHICLE OR OTHER OBSTRUCTION THAT MAY BE IN FRONT OF OUR CAR. \*TR

**Additional Summary:**

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*Toyota Sudden Unintended Acceleration: Appendix B*

THE FLOOR MATS AND WERE IN THE TRUNK AT THE TIME OF ACCIDENT. IT IS A 2009 TOYOTA CAMRY BOUGHT NEW AND DID REGULAR MAINTENANCE AT TOYOTA DEALERSHIP. THE CAR IS NOW IN 355 TOYOTA DEALERSHIP IN MARYLAND AND TOYOTA HAS OPENED A CASE AND ARE INVESTIGATING THE CASE ON 01/19/2010.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10300210  
**Date of Incident:** 20091228  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** PITTSBURGH, NJ

**NHTSA Summary:**  
NHTSA COMPLAINT  
I OWN A 2007 AVALON. IN THE PAST 6 MONTHS I HAVE EXPERIENCED 5 EVENTS WHERE THE CAR ACCELERATED ON ITS OWN PRIOR TO THE FINAL EVENTS LEADING UP TO THIS REPORT. SEVERAL TIMES I EXPERIENCED THE CAR ACCELERATING WITHOUT MY FOOT ON THE GAS PEDAL AS I DROVE THROUGH TOWN THE CAR WOULD GO BACK TO ITS CORRECT RPM'S AFTER DRIVING A FEW MILES OR AFTER THE CAR WAS STOPPED AND PUT INTO PARK AFTER EXPERIENCING THE SUDDEN ACCELERATION THE THIRD TIME I TOOK MY VEHICLE TO BE CHECKED AT MY LOCAL AUTO SHOP. THEY COULD NOT FIND ANYTHING WRONG WITH THE VEHICLE. AFTER 2 MORE INCIDENTS I BROUGHT MY CAR TO A TOYOTA DEALERSHIP (11/11/09) TO BE CHECKED. AFTER KEEPING MY CAR FOR 2 DAYS THEY FOUND NO UNINTENDED ACCELERATION PROBLEMS AND CONFIRMED THAT THE FACTORY MATS ARE INSTALLED PROPERLY. THEN ON 12/28/09 I WAS DRIVING TO WORK ON A MAJOR HIGHWAY. THE CAR BEGAN TO ACCELERATE WITHOUT MY FOOT ON THE GAS PEDAL. AS I PUSHED ON THE BRAKE, THE CAR CONTINUED TO ACCELERATE. AT THAT TIME I WAS NOT ABLE TO STOP MY VEHICLE BY PRESSING HARD ON THE BRAKE. THE ONLY WAY I WAS ABLE TO SLOW THE CAR DOWN WAS TO PUT THE CAR INTO NEUTRAL. I TOOK THE NEXT EXIT WHICH WAS THE EXIT FOR THE TOYOTA DEALERSHIP. I CALLED THE DEALERSHIP AND TOLD THE SERVICE MANAGER TO MEET ME OUTSIDE BECAUSE I WAS EXPERIENCING ACCELERATION PROBLEMS. I DROVE APPROXIMATELY 5 MILES BY ALTERNATING FROM NEUTRAL TO DRIVE AND PRESSING VERY FIRMLY ON THE BRAKES. AS I PULLED INTO THE FRONT OF THE DEALERSHIP I PUT THE CAR INTO NEUTRAL AND EXITED THE CAR. WITH THE BRAKES SMOKING FROM THE EXCESSIVE BRAKING AND THE CAR'S RPM'S RACING THE MNGER ENTERED MY CAR. HE CONFIRMED THAT THE MATS WERE PROPERLY IN PLACE AND CONFIRMED THE RPM'S WERE VERY HIGH. THEY CONTACTED A TOYOTA TECH TO LOOK AT MY CAR, AFTER 1 1/2 WEEKS WITH MY CAR THEY WERE TOLD BY TOYOTA TO REPLACE THE THROTTLE BODY AND ACCELERATOR ASSEMBLY INCLUDING BOTH SENSORS. I NO LONGER FEEL SAFE DRIVING THIS CAR AND I AM NOT CONVINCED THAT TOYOTA HAS FOUND THE ROOT CAUSE OF THIS PROBLEM.

**Additional Summary:**

**Toyota ID No:**  
**NHTSA ODI No:** 10298565  
**Date of Incident:** 20100102  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** WELCH, WV

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2006 TOYOTA TACOMA. WHILE DRIVING APPROXIMATELY 5 MPH IN HIS GARAGE, THE VEHICLE ACCELERATED AND CRASHED THE FRONT END OF THE VEHICLE INTO A WALL. THE CONTACT DOES NOT HAVE FLOOR MATS. THE INCIDENT

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*Toyota Sudden Unintended Acceleration: Appendix B*

HAPPENED WHILE DRIVING INTO THE GARAGE AND ENGAGING THE BRAKES TO SLOW DOWN. THE CURRENT AND FAILURE MILEAGES WERE 41687.

**Additional Summary:**

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**Toyota ID No:**  
**NHTSA ODI No:** 10298159  
**Date of Incident:** 20100104  
**Vehicle:** 2009 TOYOTA TACOMA  
**Location of Incident:** AMES, IA

**NHTSA Summary:**

PULLING INTO A PARKING SPACE AT HY-VEE GROCERY STORE IN MOUNT PLEASANT, IA AT A LOW RATE OF SPEED(<5MPH) MY 09' TOYOTA TACOMA ACCELERATED INTO A GROCERY CART STALL. I HAD APPLIED THE BRAKES WITH NO RESULTS AND AFTER A ONE SECOND LULL THE TRUCK ACCELERATED QUICKLY INTO THE MOVABLE OBSTRUCTION. I HAVE HAD PREVIOUS CONCERNS ABOUT THE RATE OF ACCELERATION BY THE AMOUNT OF PRESSURE APPLIED TO THE ACCELERATOR. THERE HAVE BEEN TIMES WHERE LIGHT PRESSURE ACCELERATES THE CAR AT A FASTER RATE AND TIMES WHERE HEAVIER PRESSURE DOESN'T GET ENOUGH RESPONSE IN ACCELERATION. FLOORMATS ARE SECURED DOWN AND NO ISSUES HAVE BEEN FOUND BY THE DEALERSHIP I HAD PURCHASED IT FROM. \*TR

**Additional Summary:**

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APPENDIX C:  
Toyota Vehicles with ETCS-i

<i>Year</i>	<i>Make</i>	<i>Model</i>	<i>Engine</i>	<i>ETCS-i</i>
1998	Lexus	GS300	2JZ-GE	Yes
1998	Lexus	GS400	1UZ-FE	Yes
1998	Lexus	IS400	1UZ-FE	Yes
1998	Lexus	LX470	2UZ-FE	Yes
1998	Lexus	SC300	2JZ-GE	Yes
1998	Lexus	SC400	1UZ-FE	Yes
1998	Lexus	SC400	2JZ-GE	Yes
1998	Toyota	Land Cruiser	2UZ-FE	Yes
1998	Toyota	Sienna	1MZ-FE	No
1998	Toyota	Supra	2JZ-GE	Yes
1998	Toyota	Supra	2JZ-GTE	No
1999	Lexus	ES300	1MZ-FE	No
1999	Lexus	GS300	2JZ-GE	Yes
1999	Lexus	GS400	1UZ-FE	Yes
1999	Lexus	IS400	1UZ-FE	Yes
1999	Lexus	LX470	2UZ-FE	Yes
1999	Lexus	RX300	1MZ-FE	No
1999	Lexus	SC300	2JZ-GE	Yes
1999	Lexus	SC400	1UZ-FE	Yes
1999	Toyota	Camry	1MZ-FE	No
1999	Toyota	Camry	5S-FE	No
1999	Toyota	Land Cruiser	2UZ-FE	Yes
1999	Toyota	RAV4	3S-FE	No
1999	Toyota	Sienna	1MZ-FE	No
1999	Toyota	Tacoma	2RZ-FE	UNK
1999	Toyota	Tacoma	3RZ-FE	UNK
1999	Toyota	Tacoma	5VZ-FE	UNK
2000	Lexus	ES300	1MZ-FE	No
2000	Lexus	GS300	2JZ-GE	Yes
2000	Lexus	GS400	1UZ-FE	Yes
2000	Lexus	IS400	1UZ-FE	Yes
2000	Lexus	LX470	2UZ-FE	Yes
2000	Lexus	RX300	1MZ-FE	No
2000	Lexus	SC300	2JZ-GE	Yes
2000	Lexus	SC400	1UZ-FE	Yes
2000	Toyota	Avalon	1MZ-FE	No
2000	Toyota	Camry	1MZ-FE	No
2000	Toyota	Camry	5S-FE	No
2000	Toyota	Camry	5S-FNE	No
2000	Toyota	Celica	1ZZ-FE	No
2000	Toyota	Celica	2ZZ-GE	No
2000	Toyota	Corolla	1ZZ-FE	No
2000	Toyota	Echo	1NZ-FE	No
2000	Toyota	Land Cruiser	2UZ-FE	Yes
2000	Toyota	MR2 Spyder	1ZZ-FE	No
2000	Toyota	RAV4	3S-FE	UNK
2000	Toyota	Sienna	1MZ-FE	No
2000	Toyota	Tacoma	2RZ-FE	UNK
2000	Toyota	Tacoma	3RZ-FE	UNK
2000	Toyota	Tacoma	5VZ-FE	UNK

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\*Based on Toyota Motor Sales Inc., technical service documents

APPENDIX C:  
Toyota Vehicles with ETCS-i

2000	Toyota	Tundra	2UZ-FE	Yes
2000	Toyota	Tundra	5VZ-FE	No
2001	Lexus	ES300	1MZ-FE	No
2001	Lexus	GS300	2JZ-GE	Yes
2001	Lexus	GS430	3UZ-FE	Yes
2001	Lexus	IS300	2JZ-GE	Yes
2001	Lexus	LS430	3UZ-FE	Yes
2001	Lexus	LX470	2UZ-FE	Yes
2001	Lexus	LX470	2UZ-FE	Yes
2001	Lexus	RX300	1MZ-FE	No
2001	Toyota	4Runner	5VZ-FE	Yes
2001	Toyota	Avalon	1MZ-FE	No
2001	Toyota	Camry	1MZ-FE	No
2001	Toyota	Camry	5S-FE	No
2001	Toyota	Camry	5S-FNE	No
2001	Toyota	Celica	1ZZ-FE	No
2001	Toyota	Celica	2ZZ-GE	No
2001	Toyota	Corolla	1ZZ-FE	No
2001	Toyota	Echo	1NZ-FE	No
2001	Toyota	Highlander	1MZ-FE	No
2001	Toyota	Highlander	2AZ-FE	No
2001	Toyota	Land Cruiser	2UZ-FE	Yes
2001	Toyota	MR2 Spyder	1ZZ-FE	Yes
2001	Toyota	Prius	1NZ-FXE	Yes
2001	Toyota	RAV4	1AZ-FE	No
2001	Toyota	Sequoia	2UZ-FE	Yes
2001	Toyota	Sienna	1MZ-FE	No
2001	Toyota	Solara	5S-FE	UNK
2001	Toyota	Solara	1MZ-FE	UNK
2001	Toyota	Tacoma	2RZ-FE	UNK
2001	Toyota	Tacoma	3RZ-FE	UNK
2001	Toyota	Tacoma	5VZ-FE	UNK
2001	Toyota	Tundra	2UZ-FE	Yes
2001	Toyota	Tundra	5VZ-FE	No
2002	Lexus	ES300	1MZ-FE	Yes
2002	Lexus	GS300	2JZ-GE	Yes
2002	Lexus	GS430	3UZ-FE	Yes
2002	Lexus	IS300	2JZ-GE	Yes
2002	Lexus	LS430	3UZ-FE	Yes
2002	Lexus	LX470	2UZ-FE	Yes
2002	Lexus	RX300	1MZ-FE	No
2002	Lexus	SC430	3UZ-FE	Yes
2002	Toyota	4Runner	5VZ-FE	Yes
2002	Toyota	Avalon	1MZ-FE	No
2002	Toyota	Camry	1MZ-FE	Yes
2002	Toyota	Camry	2AZ-FE	Yes
2002	Toyota	Celica	1ZZ-FE	No
2002	Toyota	Celica	2ZZ-GE	No
2002	Toyota	Corolla	1ZZ-FE	No
2002	Toyota	Echo	1NZ-FE	No
2002	Toyota	Highlander	2AZ-FE	No
2002	Toyota	Land Cruiser	2UZ-FE	Yes

Safety Research Strategies

\*Based on Toyota Motor Sales Inc., technical service documents

APPENDIX C:  
Toyota Vehicles with ETCS-i

2002	Toyota	MR2 Spyder	1ZZ-FE	Yes
2002	Toyota	Prius	1NZ-FXE	Yes
2002	Toyota	RAV4	1AZ-FE	No
2002	Toyota	Sequoia	2UZ-FE	Yes
2002	Toyota	Sienna	1MZ-FE	No
2002	Toyota	Solara	2AZ-FE	Yes
2002	Toyota	Solara	1MZ-FE	No
2002	Toyota	Tacoma	2RZ-FE	No
2002	Toyota	Tacoma	3RZ-FE	No
2002	Toyota	Tacoma	5VZ-FE	No
2002	Toyota	Tundra	2UZ-FE	Yes
2002	Toyota	Tundra	5VZ-FE	No
2003	Lexus	ES300	1MZ-FE	Yes
2003	Lexus	GS300	2JZ-GE	Yes
2003	Lexus	GS430	3UZ-FE	Yes
2003	Lexus	GX470	2UZ-FE	Yes
2003	Lexus	IS300	2JZ-GE	Yes
2003	Lexus	LS430	3UZ-FE	Yes
2003	Lexus	LX470	2UZ-FE	Yes
2003	Lexus	RX300	1MZ-FE	No
2003	Lexus	SC430	3UZ-FE	Yes
2003	Toyota	4Runner	1GR-FE	Yes
2003	Toyota	4Runner	2UZ-FE	Yes
2003	Toyota	Avalon	1MZ-FE	No
2003	Toyota	Camry	1MZ-FE	Yes
2003	Toyota	Camry	2AZ-FE	Yes
2003	Toyota	Celica	1ZZ-FE	No
2003	Toyota	Celica	2ZZ-GE	Yes
2003	Toyota	Corolla	1ZZ-FE	No
2003	Toyota	Echo	1NZ-FE	No
2003	Toyota	Highlander	1MZ-FE	No
2003	Toyota	Highlander	2AZ-FE	No
2003	Toyota	Land Cruiser	2UZ-FE	Yes
2003	Toyota	Matrix	1ZZ-FE	No
2003	Toyota	Matrix	2ZZ-GE	No
2003	Toyota	MR2 Spyder	1ZZ-FE	Yes
2003	Toyota	Prius	1NZ-FXE	Yes
2003	Toyota	RAV4	1AZ-FE	No
2003	Toyota	Sequoia	2UZ-FE	Yes
2003	Toyota	Sienna	1MZ-FE	No
2003	Toyota	Solara	2AZ-FE	Yes
2003	Toyota	Solara	1MZ-FE	No
2003	Toyota	Tacoma	2RZ-FE	No
2003	Toyota	Tacoma	3RZ-FE	No
2003	Toyota	Tacoma	5VZ-FE	Yes
2003	Toyota	Tundra	2UZ-FE	Yes
2003	Toyota	Tundra	5VZ-FE	Yes
2004	Lexus	ES330	3MZ-FE	Yes
2004	Lexus	GS300	2JZ-GE	Yes
2004	Lexus	GS430	3UZ-FE	Yes
2004	Lexus	GX470	2UZ-FE	Yes
2004	Lexus	IS300	2JZ-GE	Yes

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\*Based on Toyota Motor Sales Inc., technical service documents

APPENDIX C:  
Toyota Vehicles with ETCS-i

2004	Lexus	LS430	3UZ-FE	Yes
2004	Lexus	LX470	2UZ-FE	Yes
2004	Lexus	RX330	3MZ-FE	Yes
2004	Lexus	SC430	3UZ-FE	Yes
2004	Scion	xA	1NZ-FE	No
2004	Scion	xB	1NZ-FE	No
2004	Toyota	4Runner	1GR-FE	Yes
2004	Toyota	4Runner	2UZ-FE	Yes
2004	Toyota	Avalon	1MZ-FE	No
2004	Toyota	Camry	1MZ-FE	Yes
2004	Toyota	Camry	2AZ-FE	Yes
2004	Toyota	Camry	3MZ-FE	Yes
2004	Toyota	Celica	1ZZ-FE	No
2004	Toyota	Celica	2ZZ-GE	Yes
2004	Toyota	Corolla	1ZZ-FE	No
2004	Toyota	Echo	1NZ-FE	No
2004	Toyota	Highlander	2AZ-FE	Yes
2004	Toyota	Highlander	3MZ-FE	Yes
2004	Toyota	Land Cruiser	2UZ-FE	Yes
2004	Toyota	Matrix	1ZZ-FE	No
2004	Toyota	Matrix	2ZZ-GE	No
2004	Toyota	MR2 Spyder	1ZZ-FE	Yes
2004	Toyota	Prius	1NZ-FXE	Yes
2004	Toyota	RAV4	2AZ-FE	Yes
2004	Toyota	Sequoia	2UZ-FE	Yes
2004	Toyota	Sienna	3MZ-FE	Yes
2004	Toyota	Solara	3MZ-FE	Yes
2004	Toyota	Tacoma	2RZ-FE	No
2004	Toyota	Tacoma	3RZ-FE	No
2004	Toyota	Tacoma	5VZ-FE	Yes
2004	Toyota	Tundra	2UZ-FE	Yes
2004	Toyota	Tundra	5VZ-FE	Yes
2004	Toyota	Yaris	1SZ-FE	Yes
2005	Lexus	ES330	3MZ-FE	Yes
2005	Lexus	GS300	2JZ-GE	Yes
2005	Lexus	GS430	3UZ-FE	Yes
2005	Lexus	GX470	2UZ-FE	Yes
2005	Lexus	IS300	2JZ-GE	Yes
2005	Lexus	LS430	3UZ-FE	Yes
2005	Lexus	RX330	3MZ-FE	Yes
2005	Lexus	SC430	3UZ-FE	Yes
2005	Scion	tC	2AZ-FE	Yes
2005	Scion	xA	1NZ-FE	No
2005	Scion	xB	1NZ-FE	No
2005	Toyota	4Runner	1GR-FE	Yes
2005	Toyota	4Runner	2UZ-FE	Yes
2005	Toyota	Avalon	2GR-FE	Yes
2005	Toyota	Camry	1MZ-FE	Yes
2005	Toyota	Camry	2AZ-FE	Yes
2005	Toyota	Camry	3MZ-FE	Yes
2005	Toyota	Celica	1ZZ-FE	No
2005	Toyota	Celica	2ZZ-GE	Yes

Safety Research Strategies

\*Based on Toyota Motor Sales Inc., technical service documents

APPENDIX C:  
Toyota Vehicles with ETCS-i

2005	Toyota	Corolla	1ZZ-FE	Yes
2005	Toyota	Corolla	2ZZ-GE	No
2005	Toyota	Echo	1NZ-FE	No
2005	Toyota	Highlander	2AZ-FE	Yes
2005	Toyota	Highlander	3MZ-FE	Yes
2005	Toyota	Land Cruiser	2UZ-FE	Yes
2005	Toyota	Matrix	1ZZ-FE	Yes
2005	Toyota	Matrix	2ZZ-GE	No
2005	Toyota	MR2 Spyder	1ZZ-FE	Yes
2005	Toyota	Prius	1NZ-FXE	Yes
2005	Toyota	RAV4	2AZ-FE	Yes
2005	Toyota	Sequoia	2UZ-FE	Yes
2005	Toyota	Sienna	3MZ-FE	Yes
2005	Toyota	Solara	2AZ-FE	Yes
2005	Toyota	Solara	3MZ-FE	Yes
2005	Toyota	Tacoma	1GR-FE	Yes
2005	Toyota	Tacoma	2TR-FE	Yes
2005	Toyota	Tundra	1GR-FE	Yes
2005	Toyota	Tundra	2UZ-FE	Yes
2005	Toyota	Yaris	1SZ-FE	Yes
2006	Lexus	ES330	3MZ-FE	Yes
2006	Lexus	GS300	3GR-FSE	Yes
2006	Lexus	GS430	3UZ-FE	Yes
2006	Lexus	GX470	2UZ-FE	Yes
2006	Lexus	IS250	4GR-FSE	Yes
2006	Lexus	IS350	2GR-FSE	Yes
2006	Lexus	LS430	3UZ-FE	Yes
2006	Lexus	LX470	2UZ-FE	Yes
2006	Lexus	RX330	3MZ-FE	Yes
2006	Lexus	RX400h	3MZ-FE	Yes
2006	Lexus	SC430	3UZ-FE	Yes
2006	Scion	tC	2AZ-FE	Yes
2006	Scion	xA	1NZ-FE	No
2006	Scion	xB	1NZ-FE	No
2006	Toyota	4Runner	1GR-FE	Yes
2006	Toyota	4Runner	2UZ-FE	Yes
2006	Toyota	Avalon	2GR-FE	Yes
2006	Toyota	Camry	1MZ-FE	Yes
2006	Toyota	Camry	2AZ-FE	Yes
2006	Toyota	Camry	3MZ-FE	Yes
2006	Toyota	Corolla	2ZZ-GE	No
2006	Toyota	Corolla	1ZZ-FE	Yes
2006	Toyota	Corolla	1ZZ-FE	Yes
2006	Toyota	Highlander	2AZ-FE	Yes
2006	Toyota	Highlander	3MZ-FE	Yes
2006	Toyota	Highlander HV	3MZ-FE	Yes
2006	Toyota	Land Cruiser	2UZ-FE	Yes
2006	Toyota	Matrix	1ZZ-FE	Yes
2006	Toyota	Matrix	1ZZ-FE (4WD)	No
2006	Toyota	Matrix	1ZZ-FE (4WD)	No
2006	Toyota	Matrix	1ZZ-FE (4WD)	No
2006	Toyota	Matrix	2ZZ-GE	No

Safety Research Strategies

\*Based on Toyota Motor Sales Inc., technical service documents



APPENDIX C:  
Toyota Vehicles with ETCS-i

2006	Toyota	Prius	1NZ-FXE	Yes
2006	Toyota	RAV4	2AZ-FE	Yes
2006	Toyota	RAV4	2GR-FE	Yes
2006	Toyota	Sequoia	2UZ-FE	Yes
2006	Toyota	Sienna	3MZ-FE	Yes
2006	Toyota	Solara	2AZ-FE	Yes
2006	Toyota	Solara	3MZ-FE	Yes
2006	Toyota	Tacoma	1GR-FE	Yes
2006	Toyota	Tacoma	2TR-FE	Yes
2006	Toyota	Tundra	1GR-FE	Yes
2006	Toyota	Tundra	2UZ-FE	Yes
2006	Toyota	Yaris	1NZ-FE	Yes
2007	Lexus	ES350	2GR-FE	Yes
2007	Lexus	GS350	2GR-FSE	Yes
2007	Lexus	GS430	3UZ-FE	Yes
2007	Lexus	GS450h	2GR-FSE	Yes
2007	Lexus	GX470	2UZ-FE	Yes
2007	Lexus	IS250	4GR-FSE	Yes
2007	Lexus	IS350	2GR-FSE	Yes
2007	Lexus	LS460	1UR-FSE	Yes
2007	Lexus	LX470	2UZ-FE	Yes
2007	Lexus	RX350	2GR-FE	Yes
2007	Lexus	RX400h	3MZ-FE	Yes
2007	Lexus	SC430	3UZ-FE	Yes
2007	Scion	tC	2AZ-FE	Yes
2007	Toyota	4Runner	1GR-FE	Yes
2007	Toyota	4Runner	2UZ-FE	Yes
2007	Toyota	Avalon	2GR-FE	Yes
2007	Toyota	Avanza	3SZ-VE	No
2007	Toyota	Avanza	K3-VE	No
2007	Toyota	Camry	2AZ-FE	Yes
2007	Toyota	Camry	2GR-FE	Yes
2007	Toyota	Camry HV	2AZ-FXE	Yes
2007	Toyota	Corolla	1ZZ-FE	Yes
2007	Toyota	FJ Cruiser	1GR-FE	Yes
2007	Toyota	Highlander	2AZ-FE	Yes
2007	Toyota	Highlander	3MZ-FE	Yes
2007	Toyota	Highlander HV	3MZ-FE	Yes
2007	Toyota	Land Cruiser	2UZ-FE	Yes
2007	Toyota	Matrix	1ZZ-FE	Yes
2007	Toyota	Prius	1NZ-FXE	Yes
2007	Toyota	RAV4	2AZ-FE	Yes
2007	Toyota	RAV4	2GR-FE	Yes
2007	Toyota	Sequoia	2UZ-FE	Yes
2007	Toyota	Sienna	2GR-FE	Yes
2007	Toyota	Solara	2AZ-FE	Yes
2007	Toyota	Solara	3MZ-FE	Yes
2007	Toyota	Tacoma	1GR-FE	Yes
2007	Toyota	Tacoma	2TR-FE	Yes
2007	Toyota	Tundra	1GR-FE	Yes
2007	Toyota	Tundra	2UZ-FE	Yes
2007	Toyota	Tundra	3UR-FE	Yes

Safety Research Strategies

\*Based on Toyota Motor Sales Inc., technical service documents

APPENDIX C:  
Toyota Vehicles with ETCS-i

2007	Toyota	Yaris	1NZ-FE	Yes
2008	Lexus	ES350	2GR-FE	Yes
2008	Lexus	GS350	2GR-FSE	Yes
2008	Lexus	GS450h	2GR-FSE	Yes
2008	Lexus	GS460	1UR-FSE	Yes
2008	Lexus	GX470	2UZ-FE	Yes
2008	Lexus	IS F	2UR-GSE	Yes
2008	Lexus	IS250	4GR-FSE	Yes
2008	Lexus	IS350	2GR-FSE	Yes
2008	Lexus	LS460	1UR-FSE	Yes
2008	Lexus	LS600h	2UR-FSE	Yes
2008	Lexus	LX570	3UR-FE	Yes
2008	Lexus	RX350	2GR-FE	Yes
2008	Lexus	RX400h	3MZ-FE	Yes
2008	Lexus	SC430	3UZ-FE	Yes
2008	Scion	tC	2AZ-FE	Yes
2008	Scion	tC	2AZ-FE	Yes
2008	Scion	xB	2AZ-FE	Yes
2008	Scion	xD	2ZR-FE	Yes
2008	Toyota	4Runner	1GR-FE	Yes
2008	Toyota	4Runner	2UZ-FE	Yes
2008	Toyota	Avalon	2GR-FE	Yes
2008	Toyota	Avanza	3SZ-VE	No
2008	Toyota	Avanza	K3-VE	No
2008	Toyota	Camry	2AZ-FE	Yes
2008	Toyota	Camry	2GR-FE	Yes
2008	Toyota	Camry HV	2AZ-FXE	Yes
2008	Toyota	Corolla	1ZZ-FE	Yes
2008	Toyota	FJ Cruiser	1GR-FE	Yes
2008	Toyota	Highlander	2GR-FE	Yes
2008	Toyota	Highlander HV	3MZ-FE	Yes
2008	Toyota	Land Cruiser	3UR-FE	Yes
2008	Toyota	Matrix	1ZZ-FE	Yes
2008	Toyota	Prius	1NZ-FXE	Yes
2008	Toyota	RAV4	2AZ-FE	Yes
2008	Toyota	RAV4	2GR-FE	Yes
2008	Toyota	Sequoia	2UZ-FE	Yes
2008	Toyota	Sequoia	3UR-FE	Yes
2008	Toyota	Sienna	2GR-FE	Yes
2008	Toyota	Solara	2AZ-FE	Yes
2008	Toyota	Solara	3MZ-FE	Yes
2008	Toyota	Tacoma	1GR-FE	Yes
2008	Toyota	Tacoma	2TR-FE	Yes
2008	Toyota	Tundra	1GR-FE	Yes
2008	Toyota	Tundra	2UZ-FE	Yes
2008	Toyota	Tundra	3UR-FE	Yes
2008	Toyota	Yaris	1NZ-FE	Yes
2009	Lexus	ES350	2GR-FE	Yes
2009	Lexus	GS350	2GR-FSE	Yes
2009	Lexus	GS450h	2GR-FSE	Yes
2009	Lexus	GS460	1UR-FSE	Yes
2009	Lexus	GX470	2UZ-FE	Yes

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\*Based on Toyota Motor Sales Inc., technical service documents

APPENDIX C:  
Toyota Vehicles with ETCS-i

2009	Lexus	IS F	2UR-GSE	Yes
2009	Lexus	IS250	4GR-FSE	Yes
2009	Lexus	IS350	2GR-FSE	Yes
2009	Lexus	LS460	1UR-FSE	Yes
2009	Lexus	LS600h	2UR-FSE	Yes
2009	Lexus	LX570	3UR-FE	Yes
2009	Lexus	RX350	2GR-FE	Yes
2009	Lexus	SC430	3UZ-FE	Yes
2009	Scion	xB	2AZ-FE	Yes
2009	Scion	xD	2ZR-FE	Yes
2009	Toyota	4Runner	1GR-FE	Yes
2009	Toyota	4Runner	2UZ-FE	Yes
2009	Toyota	Avalon	2GR-FE	Yes
2009	Toyota	Avanza	3SZ-VE	No
2009	Toyota	Avanza	K3-VE	No
2009	Toyota	Camry	2AZ-FE	Yes
2009	Toyota	Camry	2GR-FE	Yes
2009	Toyota	Camry HV	2AZ-FXE	Yes
2009	Toyota	Corolla	2AZ-FE	Yes
2009	Toyota	Corolla	2ZR-FE	Yes
2009	Toyota	FJ Cruiser	1GR-FE	Yes
2009	Toyota	Highlander	1AR-FE	Yes
2009	Toyota	Highlander	2GR-FE	Yes
2009	Toyota	Highlander HV	3MZ-FE	Yes
2009	Toyota	Land Cruiser	3UR-FE	Yes
2009	Toyota	Matrix	2AZ-FE	Yes
2009	Toyota	Matrix	2ZR-FE	Yes
2009	Toyota	Prius	1NZ-FXE	Yes
2009	Toyota	RAV4	2AR-FE	Yes
2009	Toyota	RAV4	2GR-FE	Yes
2009	Toyota	Sequoia	2UZ-FE	Yes
2009	Toyota	Sequoia	3UR-FBE	Yes
2009	Toyota	Sequoia	3UR-FE	Yes
2009	Toyota	Sienna	2GR-FE	Yes
2009	Toyota	Tacoma	1GR-FE	Yes
2009	Toyota	Tacoma	2TR-FE	Yes
2009	Toyota	Tundra	1GR-FE	Yes
2009	Toyota	Tundra	2UZ-FE	Yes
2009	Toyota	Tundra	3UR-FBE	Yes
2009	Toyota	Tundra	3UR-FE	Yes
2009	Toyota	Venza	1AR-FE	Yes
2009	Toyota	Venza	2GR-FE	Yes
2009	Toyota	Yaris	1NZ-FE	Yes
2010	Lexus	ES350	2GR-FE	Yes
2010	Lexus	GS350	2GR-FSE	Yes
2010	Lexus	GS450h	2GR-FSE	Yes
2010	Lexus	GS460	1UR-FSE	Yes
2010	Lexus	HS250h	2AZ-FXE	Yes
2010	Lexus	IS F	2UR-GSE	Yes
2010	Lexus	IS250	4GR-FSE	Yes
2010	Lexus	IS250C	4GR-FSE	Yes
2010	Lexus	IS350	2GR-FSE	Yes

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\*Based on Toyota Motor Sales Inc., technical service documents

APPENDIX C:  
Toyota Vehicles with ETCS-i

2010	Lexus	IS350C	2GR-FSE	Yes
2010	Lexus	LS460	1UR-FSE	Yes
2010	Lexus	LX570	3UR-FE	Yes
2010	Lexus	RX350	2GR-FE	Yes
2010	Lexus	RX450h	2GR-FXE	Yes
2010	Lexus	SC430	3UZ-FE	Yes
2010	Scion	tC	2AZ-FE	Yes
2010	Scion	xB	2AZ-FE	Yes
2010	Scion	xD	2ZR-FE	Yes
2010	Toyota	4Runner	1GR-FE	Yes
2010	Toyota	4Runner	2TR-FE	Yes
2010	Toyota	Avalon	2GR-FE	Yes
2010	Toyota	Avanza	3SZ-VE	No
2010	Toyota	Avanza	K3-VE	No
2010	Toyota	Camry	2AR-FE	Yes
2010	Toyota	Camry	2GR-FE	Yes
2010	Toyota	Camry HV	2AZ-FXE	Yes
2010	Toyota	Corolla	2AZ-FE	Yes
2010	Toyota	Corolla	2ZR-FE	Yes
2010	Toyota	FJ Cruiser	1GR-FE	Yes
2010	Toyota	Highlander	1AR-FE	Yes
2010	Toyota	Highlander	2GR-FE	Yes
2010	Toyota	Highlander HV	3MZ-FE	Yes
2010	Toyota	Land Cruiser	3UR-FE	Yes
2010	Toyota	Matrix	2AZ-FE	Yes
2010	Toyota	Matrix	2ZR-FE	Yes
2010	Toyota	Prius	2ZR-FXE	Yes
2010	Toyota	RAV4	2AR-FE	Yes
2010	Toyota	RAV4	2GR-FE	Yes
2010	Toyota	Sequoia	1UR-FE	Yes
2010	Toyota	Sequoia	3UR-FBE	Yes
2010	Toyota	Sequoia	3UR-FE	Yes
2010	Toyota	Sienna	2GR-FE	Yes
2010	Toyota	Tacoma	1GR-FE	Yes
2010	Toyota	Tacoma	2TR-FE	Yes
2010	Toyota	Tundra	1GR-FE	Yes
2010	Toyota	Tundra	1UR-FE	Yes
2010	Toyota	Tundra	3UR-FBE	Yes
2010	Toyota	Tundra	3UR-FE	Yes
2010	Toyota	Venza	1AR-FE	Yes
2010	Toyota	Venza	2GR-FE	Yes
2010	Toyota	Yaris	1NZ-FE	Yes

APPENDIX D:

Consumer Complaints to NHTSA, 2007-2008 MY Lexus ES350 Unintended Acceleration Incidents Occurring Jan. 2009-Jan. 2010

ODJ Number	Make	Model	Vehicle Year	Crash	Date of Incident	Injury	Deaths	Component	Complainant's City	Complainant's State	VIN	Number of Occurrences	NHTSA CDESC
10261660, 10263408	LEXUS	ES350	2007	N	20090203	0	0	VEHICLE SPEED CONTROL	PLYMOUTH	MN	JTHBJ46G 072	1	DRIVING HOME FROM WORK, I EXPERIENCED A SUDDEN UNCONTROLLABLE SURGE IN ACCELERATION CAUSING MY SPEED TO INCREASE FROM ABOUT 60 MPH TO 80+ MPH. IMMEDIATELY I BEGAN TO BRAKE HARD AS I WAS RAPIDLY APPROACHING TRAFFIC JUST AHEAD OF ME. FORTUNATELY THE INSIDE LEFT LANE WAS UNOCCUPIED AND I WAS ABLE TO MAKE AN IMMEDIATE LANE CHANGE. INITIALLY I DEPRESSED THE BRAKE PEDAL AS HARD AS I COULD USING BOTH FEET BUT ONLY MANAGED TO SLOW THE VEHICLE TO 40-45 MPH. WITH MY SPEED REDUCED, I ALTERNATED BETWEEN PUMPING THE ACCELERATOR PEDAL AND PULLING UP ON IT FROM THE UNDERSIDE WITH MY RIGHT FOOT AS IT BECAME CLEAR THAT THE THROTTLE WAS STUCK IN AN OPEN POSITION. THE VEHICLE CONTINUED TO SPEED BACK UP TO OVER 65 MPH WITH LESS PRESSURE ON THE BRAKE PEDAL. WITH TRAFFIC JUST AHEAD OF ME, I MOVED OVER TO THE LEFT SHOULDER NEXT TO THE CENTER BARRIER AND CONTINUED TO TRY TO RELEASE THE OPEN THROTTLE. THERE WERE CLOUDS OF SMOKE AROUND THE VEHICLE AND THE SMELL OF BURNING MATERIALS FROM THE OVERHEATING BRAKES. AFTER FINALLY GETTING THE VEHICLE SLOWED DOWN TO ABOUT 25-30 MPH, I SHIFTED INTO

APPENDIX D:

Consumer Complaints to NHTSA, 2007-2008 MY Lexus ES350 Unintended Acceleration Incidents Occurring Jan. 2009-Jan. 2010

10260824	LEXUS	ES350	2007	N	20090218	0	0	VEHICLE SPEED CONTR OL	LATHAM	NY	JTHBJ46G 372	1	THERE IS A SAFETY RECALL OUT FOR THE 2007 LEXUS ES 350 IN RESPECT TO ALL WEATHER FLOOR MATS POTENTIALLY CAUSING A JAMMED ACCELERATOR (NHTSA ACTION # EA07010). THE RECALL WAS INITIATED IN SEPT. 2007. THE LAST REPORT FILED BY LEXUS WITH YOUR OFFICE INDICATED THAT THERE WERE OVER 32,000 OWNERS OUT OF 55,000 THAT THEY WERE UNABLE TO CONTACT. MY VEHICLE WAS TAKEN IN FOR SERVICING AT THE LOCAL LEXUS DEALER BY THE PREVIOUS OWNER IN AUG. 2008 AND THE DEFECTIVE MAT WAS IN PLACE. WHEN I PURCHASED THIS VEHICLE IN JANUARY OF THIS YEAR, I IMMEDIATELY CALLED THIS SAME DEALER TO HAVE MY NAME INDICATED AS THE OWNER OF RECORD. I SPECIFICALLY ASKED IF I HAD TO DO ANYTHING ELSE FOR RECALL NOTIFICATION ETC. AND WAS TOLD NO. LAST WEEK MY WIFE EXPERIENCED THE JAMMED ACCELERATOR DUE TO THE FAULTY MAT AND WAS EXTREMELY FORTUNATE THAT SHE WAS ABLE TO BRING A RUNAWAY VEHICLE DOING 80 OR 90 MPH TO A STOP WITHOUT AN ACCIDENT. I CALLED THE LEXUS DEALER IMMEDIATELY AFTER THE INCIDENT AND WAS TOLD ABOUT THE MAT PROBLEM BUT NOT ABOUT A RECALL. I FOUND OUT ABOUT THE RECALL FROM YOUR WEBSITE. I ALSO WENT TO THE NATI
10286150	LEXUS	ES350	2007	N	20090522	0	0	VEHICLE SPEED CONTR OL	SAN RAMON	CA	JTHBJ46G 472	1	WHILE DRIVING ON I10 IN CA, MY MOTHER ACCELERATED TO PASS A TRUCK AND WHEN SHE EASED UP ON THE ACCELERATOR NOTHING HAPPENED. IN FACT, SHE STARTED TO ACCELERATE. SHE TRIED TO BRAKE AND PUT THE EMERGENCY BRAKE ON AND SHE KEPT GOING IN EXCESS OF 90 MPH. SHE DROVE THROUGH A REST AREA BUT WAS UNABLE TO STOP. FINALLY SHE HIT THE GAS PEDAL AGAIN AND THAT DID IT - SHE FINALLY HAD CONTROL AND SLOWED WAY DOWN. SHE DID SO MUCH DAMAGE TO THE ENGINE WHILE TRYING TO GET IT TO STOP THAT CATHEDRAL CITY LEXUS REPLACED THE WHOLE ENGINE. SHE WAS TOLD THE PROBLEM WAS CAUSED BY HER ALL WEATHER FLOOR MAT. SHE WAS NOT AWARE OF ANY RECALL ON FLOOR MATS NOR HAD TUSTIN LEXUS, WHO ALWAYS SERVICES HER CAR, EVER SAID ANYTHING TO HER AND THE MATS HAVE BEEN IN THE CAR SINCE SHE PURCHASED IT. *TR

APPENDIX D:

Consumer Complaints to NHTSA, 2007-2008 MY Lexus ES350 Unintended Acceleration Incidents Occurring Jan. 2009-Jan. 2010

10293670	LEXUS	ES350	2007	N	20090609	0	0	VEHICLE SPEED CONTR OL	SAN MATEO	CA	1	JUNE 9, 2009 MY 2007 ES 350 LEXUS TOOK OFF WITH ME REACHING A FRIGHTENING SPEED OF 95 MILES AN HR WHEN I REACHED THE MAT UNDER MY RIGHT KNEE AND YANKED THE CARPET AND AT LAST FREED THE GAS AND BRAKE PEDAL. I KNOW THE WHERE BOTH INVOLVED AS I HIT THE BRAKES TO NO AVAIL AS THE SPEED BECAME FRIGHTENING AND KEEPING IT ON THE ROAD WAS A MIRACLE. I THINK IT IS UNACCEPTABLE THAT I DID NOT RECEIVE ANY RECALL NOTICE FOR ALMOST 4 MOST AFTER THIS INCIDENT. *TR	
10291375	LEXUS	ES350	2007	N	20090721	0	0	VEHICLE SPEED CONTR OL	EVANSTON	IL	1	JTHBJ46G 872	MY 2007 LEXUS ES 350 ACCELERATED ON ITS OWN WHILE DRIVING ON AN IL HIGHWAY. EARLIER THAT DAY ONE OR TWO WARNING LIGHTS APPEARED AND I CALLED THE LEXUS SERVICE DEPT. A FEW QUESTIONS WERE ASKED BY THE RECEPTION OPERATOR AND I WAS TOLD THE CAR WAS SAFE TO DRIVE. ON MY RETURN HOME, THE ACCELERATION HAPPENED. MY BRAKES DID NOT SLOW THE CAR DOWN. I PUT THE CAR IN NEUTRAL WHILE PRESSING THE BRAKES AND WAS ABLE TO GET OUT OF THE TRAFFIC LANE ONTO THE SHOULDER. THE CAR FINALLY CAME TO A STOP AND I TURNED OFF THE ENGINE, CALLED AAA, AND WAS TOWED TO THE NEAREST LEXUS DEALER. AT THE SERVICE DEPT I WAS TOLD IT WAS MY FLOOR MAT AND THE MAT WAS REPLACED. THIS DID NOT SEEM A LIKELY EXPLANATION BECAUSE THE GAS PEDAL HAD SIMPLY LOCKED AND ACCELERATED ON ITS OWN. MY BRAKES WERE CHECKED AND IT WAS DETERMINED I NEEDED NEW REAR BRAKES WHICH WAS NOT A SURPRISE SINCE IT SEEMED LIKE I WAS 'KILLING' THEM IN MY ATTEMPT TO CONTROL AND SLOW DOWN THE CAR. THE MATS WERE TO HAVE BEEN EXCHANGED EARLIER WHEN THE CAR WAS TAKEN IN FOR SERVICE APPT BUT SOMEHOW THAT WAS NEGLECTED BY A DIFFERENT LEXUS DEALER. *TR

APPENDIX D:

Consumer Complaints to NHTSA, 2007-2008 MY Lexus ES350 Unintended Acceleration Incidents Occurring Jan. 2009-Jan. 2010

10278567	LEXUS	ES350	2007	Y	20090725	1	0	VEHICLE SPEED CONTROL	NORTH HAVEN	CT	JTHBJ46G072	TL*THE CONTACT OWNS A 2007 LEXUS ES350. THE CONTACT STATED THAT THE VEHICLE ACCELERATES WITHOUT WARNING. SHE STATED THAT THE ENGINE MADE A SQUEALING NOISE WHEN SHE PRESSED THE PUSH TO START BUTTON. SHE DEPRESSED THE BRAKE PEDAL, PLACED THE VEHICLE INTO REVERSE, AND THE VEHICLE SPED UP AND WOULD NOT STOP. SHE DEPRESSED THE BRAKE PEDAL WITH ALL OF HER STRENGTH, BUT THE VEHICLE WOULD NOT STOP. IT FINALLY CAME TO A STOP WHEN IT STRUCK THE SIDE OF A GARAGE. THE CONTACT WAS BRUISED AND STARTLED. A POLICE REPORT WAS FILED. THE SPEED WAS UNKNOWN. THE FAILURE MILEAGE WAS 39,000.	
10282215	LEXUS	ES350	2007	Y	20090827	0	0	VEHICLE SPEED CONTROL	LAKE OSWEGO	OR	JTHBJ46G072	1	OUR 2007 LEXUS ES 350 ABRUPTLY AND WILDLY ACCELERATED WHILE MY WIFE WAS DRIVING ON THE FREEWAY. SHE STOOD ON THE BRAKES AND DEPRESSED THE PARKING BRAKE WHILE MOVING INTO THE SLOW LANE AND TOOK THE NEXT EXIT RAMP. THE CAR FINALLY SLOWED SOMEWHAT BEFORE REAR ENDING A STOPPED CAR. FORTUNATELY, NO ONE WAS HURT. THE CAR WAS TOWED TO THE LEXUS DEALER. THEIR DIAGNOSTIC COMPUTER SYSTEM DID NOT "CALL OUT" ANY PROBLEMS. THEY IMMEDIATELY BLAMED THE FLOOR MATS. HOWEVER, THE FLOOR MATS WERE TWO INCHES AWAY FROM THE GAS PEDAL. THEY THEN TRIED TO BRUSH ME OFF BY ASKING ME WHERE I WANTED THE CAR TOWED TO GET BODY WORK PERFORMED. I REFUSED AND ESCALATED TO LEXUS USA. THEY ARE NOW TRYING TO DETERMINE IF THEY CAN FIND A PROBLEM. THIS REMINDS ME OF THE AUDI ACCELERATION PROBLEM AND WARRANTS AN COMPLETE AND FULL INVESTIGATION. THE INTERNET IS FULL OF UNINTENTIONAL ACCELERATION PROBLEMS WITH THE 2007 LEXUS ES 350. I KEEP THINKING THAT THE 2007 MODEL IS THE FIRST OF THE NEW ES BODY STYLES AND THERE IS SOMETHING TERRIBLY WRONG. *TR



APPENDIX D:

Consumer Complaints to NHTSA, 2007-2008 MY Lexus ES350 Unintended Acceleration Incidents Occurring Jan. 2009-Jan. 2010

10290866	LEXUS	ES350	2008	N	20091001	0	0	VEHICLE SPEED CONTROL	PICKERING TON	OH	JTHBJ46G282	1	ON OCTOBER 1, 2009 MY 2008 LEXUS ES 350 EXPERIENCED UNCONTROLLED ACCELERATION. UPON ENTERING THE HIGHWAY THE VEHICLE INCREASED IN SPEED TO APPROX. 90 MPH WITHOUT DEPRESSING THE ACCELERATOR. THE VEHICLE DID NOT STOP OR SLOW DOWN EVEN AFTER STEPPING FORCEFULLY ON THE BRAKES. I PUSHED THE START/STOP BUTTON ON THE DASHBOARD NUMEROUS TIMES AND THE CAR WOULD NOT STOP OR CUT OFF. SOMEHOW, THROUGH THE GRACE OF GOD I BEGIM SHIFTING THE GEARS, ONCE THE GEAR WAS PLACED IN NEUTRAL THE SPEED FINALLY BROKE AND THE CAR SLOWED DOWN. THE VEHICLE WAS STEERED TO THE SIDE OF THE ROAD WHERE THE CAR HAD DIFFICULTY COMING TO A COMPLETE STOP. ONCE THE CAR ACTUALLY STOPPED I CALLED THE LEXUS DEALERSHIP AND A FLATBED WAS SENT AND THE CAR WAS TOWED TO THE DEALERSHIP FOR SERVICE. THE LEXUS SERVICE DEPARTMENT DETERMINED THE DAMAGE CONSISTED OF BURNT FRONT PADS AND ROTORS AND BURNT REAR PADS AND ROTORS THAT ALL OCCURRED WHILE TRYING TO STOP THE RUNAWAY VEHICLE. *TR
10289153	LEXUS	ES350	2007	N	20091005	0	0	VEHICLE SPEED CONTROL	HILLSBORO BEACH	FL	JTHBJ46G382		TL*THE CONTACT OWNS A 2007 ES350 LEXUS. WHILE DRIVING 60 MPH ALL OF A SUDDEN THE VEHICLE ACCELERATED WITHOUT TOUCHING THE ACCELERATOR PEDAL. HE APPLIED THE BRAKES; HOWEVER, THE VEHICLE WOULD NOT STOP. HE WAS FORCED TO SHIFT GEARS INTO NEUTRAL TO STOP THE VEHICLE; ALTHOUGH, THE VEHICLE STOPPED THE ENGINE WAS STILL REVVING. THE CONTACT HAD TO ENGAGE THE ACCELERATOR PEDAL A COUPLE OF TIMES SINCE IT WAS STUCK IN PLACE. THE DEALER COULD NOT DUPLICATE THE FAILURE. WITHIN THE LAST THREE TO FOUR WEEKS THE FAILURE HAS HAPPENS 3 TO 4 TIMES AND HAS BECOME PROGRESSIVELY WORSE. THE DEALER WILL MAKE ANOTHER ATTEMPT TO DIAGNOSE THE FAILURE AND THE MANUFACTURER WAS NOTIFIED OF THE ACCELERATION PROBLEM. THE FAILURE AND CURRENT MILEAGE WAS 6000.

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10289953	LEXUS	ES350	2007	N	20091027	0	0	VEHICLE SPEED CONTROL	ROUND ROCK	TX	JTHBJ46GX72	TL* THE CONTACT OWNS A 2007 LEXUS ES350. THE FLOOR-MATS SHIFTED UNDER THE ACCELERATED PEDAL; WHICH CAUSED THE VEHICLE TO ACCELERATE FROM 45 TO 55 MPH. THE DEALER WAS NOTIFIED, AND A TECHNICIAN STATED THAT IF THEY COULD DUPLICATE THE FAILURE, THEY COULD NOT PROVIDE A REMEDY. THE FAILURE MILEAGE WAS 45,000 .	
10290983	LEXUS	ES350	2007	N	20091028	0	0	VEHICLE SPEED CONTROL	WESTLAKE VILLAGE	CA		1	FAULTY ACCELERATOR ON 2007 ES 350. VEHICLE SPED UP WITH FOOT OFF THE ACCELERATOR. ONLY ONE OCCURRENCE. WAS ABLE TO USE BREAK TO SLOW DOWN VEHICLE. ACCELERATOR FINALLY STOPPED. IMMEDIATELY CHECKED FLOOR MATS WHICH WERE SECURED AND HOOKED. *TR
10291614	LEXUS	ES350	2008	N	20091109	0	0	VEHICLE SPEED CONTROL	HARDEEVILLE	SC			TL* THE CONTACT OWNS A 2008 LEXUS ES 350. WHILE DRIVING APPROXIMATELY 55 MPH THE VEHICLE BEGAN TO ACCELERATE WITHOUT INTENTION. AFTER REPEATED BRAKE APPLICATION, THE VEHICLE STARTED TO DECELERATE. THE VEHICLE WAS IN THE PROCESS OF BEING TAKEN TO AN AUTHORIZED DEALER FOR DIAGNOSTIC TESTING. THE FAILURE AND CURRENT MILEAGES WERE 19,000. THE VEHICLE IDENTIFICATION NUMBER WAS UNAVAILABLE.
10295518	LEXUS	ES350	2008	Y	20091209	0	0	VEHICLE SPEED CONTROL	PITTSBURGH	PA	JTHBJ46GX82	1	2008 LEXUS 350 UNEXPECTED ACCELERATION. MOVING SLOW IN PARKING LOT PULLING INTO PARKING SPACE. LIGHT PRESSURE ON BRAKE. ENGINE WENT TO HIGH RPM CAR ACCELERATED PUSHED HARD ON BRAKE, PUT IN NEUTRAL. ENGINE WENT BACK TO IDLE. MY BUMPER HIT UNOCCUPIED PARKED CAR IN FRONT OF ME. DEALER DENIES ANYTHING WRONG. *TR

APPENDIX E:  
Consumer Complaints to NHTSA of Unintended Acceleration in Lexus IS Models

ODI Number	Make	Model	Vehicle Year	Crash	Date of Incident	Injury	Deaths	Component	Complainant's City	Complainant's State	VIN	Miles	Incident Description/Injuries
8015367	LEXUS	IS300	2001	N	20000930	0	0	VEHICLE SPEED CONTROL	HUNTINGTON STATION	NY	JTHB D182 110		WHILE DRIVING VEHICLE WOULD HESITATE WHEN ACCELERATING. VEHICLE BEEN TO DEALER ON THREE OCCASIONS, AND PROBLEM REOCCURRED. FEEL FREE TO PROVIDE ANY FURTHER INFORMATION.*AK
10060036	LEXUS	IS300	2001	Y	20040227	0	0	VEHICLE SPEED CONTROL :ACCELERATOR PEDAL	DARIEN	IL	JTHB D182 110	29200	ON THREE SEPARATE OCCASIONS WITHIN PRIOR THREE MONTHS OF INCIDENT DATE, WHEN TAPPING ACCELERATOR TO THE FLOOR BRIEFLY (FRACTION OF A SECOND) AND THEN RELEASING, CARS THROTTLE REMAINED COMPLETELY OPEN (MAXIMUM RPMS) EVEN WITH FOOT OFF OF THE ACCELERATOR PEDAL. CARS THROTTLE SYSTEM EQUIPPED WITH "DRIVE BY WIRE" OR A WIRELESS COMPUTER CONTROLLED THROTTLE. ON PRIOR TWO OCCASIONS, VEHICLE'S IGNITION HAD TO BE SHUT OFF BY REMOVING KEYS FROM IGNITION WHILE DRIVING IN THE MIDDLE OF THE STREET. ON THIRD OCCASION, DUE TO TRYING TO AVOID OBSTACLES DRIVER HAD NO TIME TO SHUT CAR OFF. CAR STRUCK ROCKS AND VEERED OFF INTO LAKE. CAR TOTALED. *JB
10065012	LEXUS	IS300	2002	N		0	0	VEHICLE SPEED CONTROL :ACCELERATOR PEDAL	SKOKIE	IL	JTHB D192 020	23000	INTERMITTENTLY WHEN ACCELERATOR PEDAL IS DEPRESSED IT STICKS. WHEN THIS OCCURS VEHICLE ACCELERATES AT A HIGH SPEED. THE BRAKE PEDAL FAILS TO STOP THE ACCELERATION. IGNITION HAS TO BE TURNED OFF TO STOP THE ACCELERATION. VEHICLE HAD BEEN SERVICED SEVERAL TIMES BY THE DEALERSHIP, BUT WAS NOT ABLE TO RESOLVE THE PROBLEM. *AK

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10119774	LEXUS	IS300	2001	N	20050301	0	0	VEHICLE SPEED CONTROL :ACCELER ATOR PEDAL	HUNTING TON STATION	NY	JTHB D182 310	65000	<p>SINCE I HAVE OWNED THE VEHICLE, I HAVE HAD TWO INCIDENTS, WHICH BOTH OCCURED RANDOMLY WITH NO PRIOR ENGINE PROBLEMS OR INDICATIONS OF ISSUES WITH THE CAR, IN WHICH AS I WAS ACCELERATING, THE GAS PEDAL WOULD CONTINUE TO PRESS DOWN AND PIN ITSELF TO THE FLOOR. BOTH TIMES, THE GAS PEDAL WAS LITERALLY STUCK TO THE FLOOR AND NOT ABLE TO BE LOOSENED. THE FIRST TIME IT OCCURED, I PULLED THE EMERGENCY BRAKE AND JAMMED ON MY BRAKE PEDAL UNTIL THE GAS PEDAL POPPED BACK UP AFTER ABOUT A MINUTE PINNED TO THE GROUND. THE SECOND TIME, I LUCKILY HAD SOMEONE WITH ME WHO INSTRUCTED ME TO PUT THE CAR IN NEUTRAL AND QUICKLY TURN OFF THE ENGINE ONE CLICK SO THAT I COULD BRAKE AND STEER MYSELF TO SAFETY. THANK GOD NO ONE WAS INJURED IN THESE INCIDENTS, BUT BOTH OCCURENCES COULD HAVE BEEN HORRIBLE ACCIDENTS. THE CAR IS A 2001 LEXUS IS 300. MILEAGE AT TIME OF INCIDENTS: 1ST INCIDENT-ABOUT 65-70,000 MILES 2ND INCIDENT-ABOUT 80-85,000 MILES. BOTH INCIDENTS OCCURED WITHIN ABOUT 2-4 MONTHS OF EACH OTHER AND THE LAST INCIDENT FROM TODAY WOULD HAVE OCCURED ABOUT 1 1/2-3 MONTHS AGO. I HAVE ONLY OWNED</p>
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10139528	LEXUS	IS300	2002	Y	20051007	0	0	VEHICLE SPEED CONTROL	RICHMO ND	00	JTHB D192 X20	35420	<p>MY 2002, LEXUS IS300 HAD A CASE OF SUDDEN UNINTENDED ACCELERATION THAT LED TO A CRASH CAUSING OVER \$10,000 WORTH OF DAMAGES TO BOTH MY CAR AND THE OTHER PERSONS CAR. I HAVE SEEN OTHER REPORTS OF OTHER PEOPLE WONDERING IF THE ELECTRONIC THROTTLE IS SUSPECT IN THESE CASES, HOWEVER I PERSONALLY BELIEVE THAT THE REAL PROBLEM IS ONLY PARTLY TO BLAME ON THE ELECTRONIC THROTTLE. IN MY OPINION, THE PROBLEM IS THE LIKELIHOOD OF THE PEDAL GETTING STUCK UNDER FLOOR MATS IS TOO HIGH, COMBINED WITH THE RELATIVELY "LIGHT" SPRING FORCE ON THE GAS PEDAL BECAUSE IT IS A THROTTLE-BY-WIRE SYSTEM WHICH LEADS TO THE FLOOR MAT EASILY HOLDING THE PEDAL DOWN TO FULL THROTTLE CAUSING AN ACCIDENT. I SAY THAT THIS IS "NEGLIGENT PEDAL DESIGN ON THE PART OF THE CAR MANUFACTURER". I ALSO BELIEVE THAT THEY KNEW THIS WAS AN ISSUE BECAUSE THEY MAKE REFERENCE TO THIS IN THE OWNERS MANUAL ON: PG.76 WHERE THERE IS A CAUTION THAT STATES "MAKE SURE THE FLOOR MAT IS PROPERLY PLACED ON THE FLOOR CARPET. IF THE FLOOR MAT SLIPS AND INTERFERES WITH THE MOVEMENT OF THE PEDALS DURING DRIVING, IT MAY CAUSE IN ACCIDENT."</p>
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10167016	LEXUS	IS300	2002	N	20060828	0	0	VEHICLE SPEED CONTROL	QUINCY	CA	JTHB D192 420	26000	ON 8/28/06, AT APPROXIMATELY 8:50 AM I WAS DRIVING TO WORK ON A TWO LANE, LEVEL, STRAIGHT PAVED COUNTY ROAD. I WAS DRIVING MY 2002 LEXUS IS 300 THAT HAD JUST REACHED 26,000 MILES. (THIS CAR HAS RECEIVED ALL REGULARLY SCHEDULED MAINTENANCE SERVICES FROM LEXUS OF RENO AND HAS NOT HAD ANY PROBLEMS WHATSOEVER. I AM THE ORIGINAL OWNER OF THIS VEHICLE) THE ROAD WAS CLEAR AND DRY. I WAS TRAVELING AT APPROXIMATELY 45 MPH WHEN I ACCELERATED TO PASS ANOTHER VEHICLE. AS I PASSED, MY CAR KEPT ON ACCELERATING EVEN AS I LET UP ON THE ACCELERATOR. I ATTEMPTED TO APPLY THE BRAKES. THE ENGINE ACCELERATION WAS SO POWERFUL, THE CAR DID NOT RESPOND WELL TO MY ATTEMPT TO BRAKE, SO I TOOK MY FOOT OFF THE BRAKE. THE SPEED ON THE DASHBOARD WAS 60 MPH AND ACCELERATING. I APPLIED THE BRAKES AGAIN WITH ALL THE STRENGTH I HAD AND WAS ABLE TO PULL THE CAR SAFELY OFF THE ROAD. THE ENGINE WAS RACING EVEN WHEN STOPPED. I MOVED THE SHIFT INTO PARK. EVEN IN PARK THE ENGINE WAS RACING. I TURNED THE ENGINE OFF. MY HUSBAND WAS FOLLOWING ME AND STOPPED. HE DROVE IT 1.5 MILES OUR OFFICE WITHOUT INCIDENT. I THEN
10169969	LEXUS	IS250	2006	Y	20060925	0	0	VEHICLE SPEED CONTROL :ACCELER ATOR PEDAL	AGANA	GU	JTHB K262 462	4800	ACCELERATOR PEDAL STUCK DOWN GOING AT A SPEED OF LESS THAN 5 MILES AN HOUR WHILE TURNING OUT OF A PARKING LOT. FOOT BRAKE AND EMERGENCY BRAKE WERE APPLIED BUT THE CAR WOULD NOT STOP WHICH RESULTED IN AN ACCIDENT. WHEN MY CAR HIT THE OTHER CAR, THE ACCELERATOR POPPED BACK UP. *JB

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10171756	LEXUS	IS250	2006	N	20061020	0	0	VEHICLE SPEED CONTROL	TOLEDO	OH	JTHC K262 265	5310	WIFE WAS DRIVING ON THE INTERSTATE WITH THE CRUISE ON DOING ABOUT 65 MPH, AND SHE DECIDED TO PASS A TRUCK. SHE ACCELERATED SLIGHTLY, AND THE CAR SUDDENLY "FLOORED" TO OVER 90 MPH AND THE RPM'S WENT ALL THE WAY UP. SHE TRUNED OFF THE CRUISE, BUT IT WOULDN'T SLOW DOWN. SHE TRIED TO BRAKE, BUT THE ENGINE WAS STILL REVING AT THE HIGHEST SPEED. SHE FORCED HERSELF OFF INTO THE GRASSY MEDIAN AND SAT ON THE BRAKE UNTIL SHE COULD JAM THE TRANSMISSION INTO PARK AND TURN OFF THE ENGINE. VEH TOWED TO LEXUS DEALER. TECH COULDN'T FIGURE OUT WHAT WAS CAUSING THIS, BUT AFTER TALKING TO LEXUS HEADQUARTERS, THEY FOUND THAT THE RUBBER CAR MAT AND THE BACK OF THE ACCELERATOR SOMEHOW CONNECTED AND FORCED THE CAR TO BE "FLOORED". YOU COULD NOT TELL BY LOOKING AT THE MAT THAT IT WAS CONNECTED TO THE ACCELERATOR. MY WIFE WOULD OF DIED IF THERE HAD BEEN ANOTHER VEHICLE CLOSE TO HER. NO ACCIDENT OR INJURY. I HAVE NO COMPLAINT WITH THE DEALER. THEY DID EVERYTHING THEY COULD TO HELP. *NM
10201175	LEXUS	IS250	2007	Y	20070814	1	0	VEHICLE SPEED CONTROL :ACCELER ATOR PEDAL	GERMAN TOWN	MD	JTHC K262 075	3400	I WAS DRIVING MY LEXUS IS 250 AWD (2007) AT 30 MPH ON ROUTE 27 IN MONTGOMERY COUNTY ,MD AT 7 AM ON AUGUST 14, 2007. MY GAS PEDAL BECAME STUCK AND I CRASHED INTO A TREE. MY CAR IS TOTALED AND I SUSTAINED NECK AND BACK INJURIES. *JB THE CONSUMER LEARNED THERE WAS A RECALL REGARDING THE DEFECT. UPDATED 10/09/07. *JB

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10244204	LEXUS	IS300	2004	N	20081001	0	0	VEHICLE SPEED CONTROL	MADISON	AL	JTHB D192 740	58400	CAR FAILED TO STOP AT A RED LIGHT UNDER NORMAL BRAKING BECAUSE ENGINE FAILED TO DECELERATE WHEN PRESSURE WAS REMOVED FROM THE PEDAL. MAXIMUM FORCE WAS APPLIED TO THE BRAKE PEDAL. THE BRAKE ANTI LOCK FEATURE WAS ACTIVATED AND A COLLISION WITH THE STOPPED CAR AHEAD WAS BARELY AVERTED. WHEN STOPPED, THE ENGINE REVERTED TO NORMAL IDLE. THE PROBLEM DID NOT RECUR. EXAMINATION BY A MECHANIC AT THE DEALERS SHOP FAILED TO IDENTIFY A COMPUTER FAULT OR OTHER CAUSE. THE CAR WAS RETURNED WITHOUT REPAIR. I AM NOT SATISFIED THAT A STUCK THROTTLE IS NOT A REPAIRABLE OR ABNORMAL CONDITION. IT SEEMS TO ME BE HIGHLY DANGEROUS AND MERITS MORE THAN A "WELL, ITS WORKING NOW SO COME BACK WHEN IF IT HAPPENS AGAIN." SORT OF RESPONSE. *TR
10254688	LEXUS	IS250	2006	Y	20090110	0	0	VEHICLE SPEED CONTROL	AUSTIN	TX	JTHB K262 862	31200	TL*THE CONTACT OWNS A 2006 LEXUS IS250. WHILE DRIVING 50 MPH, THE VEHICLE BEGAN ACCELERATING ON ITS OWN TO 80 MPH. THE VEHICLE FAILED TO COMPLETELY SLOW DOWN WHEN THE BRAKE PEDAL WAS DEPRESSED. THE CONTACT WAS ABLE TO KEEP THE SPEED AT APPROXIMATELY 50 MPH; HOWEVER, THE VEHICLE WAS CONTINUOUSLY ACCELERATING TO HIGHER SPEEDS. SHE WAS UNABLE TO SLOW THE VEHICLE DOWN AND CRASHED INTO A CURVE. THE CONTACT NOTICED THAT THE ROTORS WERE ORANGE AND THE REAR BRAKE PADS WERE MELTED INTO THE ROTORS. THE AXLE FAILED AND FRACTURED. THE CONTACT WAS NOT INJURED. A POLICE REPORT WAS FILED AND THE VEHICLE HAS NOT BEEN REPAIRED. THE MANUFACTURER STATED THAT THEY WOULD SEND A FIELD INSPECTOR TO INSPECT THE VEHICLE. THE FAILURE AND CURRENT MILEAGES WERE 31,200.



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10278006	LEXUS	IS250	2007	N	20090705	0	0	VEHICLE SPEED CONTROL	NORTH JUDSON	IN	JTHC K262 472		2007 LEXUS IS250. TRAVELING AT 55 MPH ON HWY, HIT CRUISE, CAR SUDDENLY ACCELERATED TO NEARLY 105 MPH BY ITSELF. BRAKES UNRESPONSIVE. DID NOT RESPOND TO PUTTING IN NEUTRAL. HAD TO PLACE IN PARK. LEXUS BLAMES ON FLOORMAT INTERFERENCE. DRIVER DISAGREES. CRUISE WOULD NOT TURN OFF. 911 CALLED, ADVISED TO DRIVE INTO FIELD. 2ND TIME THIS HAPPENED SINCE PURCHASING CAR IN MAR 2009. ALTHOUGH CAR UNDER WARRANTY, LEXUS REFUSES TO PAY. INSURANCE ADJUSTER SENT TO DEALERSHIP TO INSPECT. WAITING ON RESULTS. *TR CONSUMER IS ADDING PHOTOS. 7/29/09 *NJ RECEIVED PHOTE. UPDATED 08/05/09.*JB
10282360	LEXUS	IS250	2008	Y	20090807	0	0	VEHICLE SPEED CONTROL	WALTHAM	MA	JTHC K262 985	12000	I WAS PULLING INTO A PARKING SPACE WITH MY FOOT ON THE BRAKE, ALMOST TO A COMPLETE STOP WHEN THE CAR SUDDENLY ACCELERATED & I WENT UP OVER A CURB & HIT A TRANSFORMER. THE DISTANCE WAS ONLY ABOUT 8 FEET. I DO NOT KNOW HOW FAST I WAS GOING PROBABLY ABOUT 15 - 30 MPH. I MOVED THE TRANSFORMER ABOUT 3 FEET. (THE TRANSFORMER WEIGHED ABOUT 1/2 - 1 TON)9I I DO NOT KNOW HOW THE CAR ACCELERATED. *TR
10285810	LEXUS	IS250	2006	Y	20090716	0	0	VEHICLE SPEED CONTROL :ACCELERATOR PEDAL	CANTON	OH	JTHC K262 X62	35000	TL*THE CONTACT OWNS A 2006 LEXUS IS 250. WHILE DRIVING 50 MPH THE ACCELERATOR PEDAL WAS STUCK UNDER THE FLOOR MAT. AS A CONSEQUENCE, HE HAD TO SHIFT THE VEHICLE INTO PARK TO DECELERATE WHICH CAUSED A TRUCK TO CRASH INTO THE REAR OF THE VEHICLE. THE VEHICLE WAS EXTENSIVELY DAMAGED. THERE WERE NO INJURIES. AN AUTHORIZED TECHNICIAN STATED THAT THE FAILURE WAS NOT CAUSED BY A DEFECT. THE VEHICLE IDENTIFICATION NUMBER WAS UNAVAILABLE. THE FAILURE AND CURRENT MILEAGES WERE 35000. UPDATED 10/13/09. *LJ UPDATED 10/14/09

APPENDIX E:  
Consumer Complaints to NHTSA of Unintended Acceleration in Lexus IS Models

10284798	LEXUS	IS250	2007	N	20090807	0	0	VEHICLE SPEED CONTROL	TORRANCE	CA	JTHB K262 872	26000	WIFE'S 2007 LEXUS IS 250 EXPERIENCED SUDDEN ACCELERATION ON THE NORTHBOUND 405 FREEWAY IN LONG BEACH CALIFORNIA. AFTER SHE ACCELERATED ONTO THE FREEWAY SHE ENTERED THE FAST LANE AND EASED UP ON THE GAS PEDAL BUT THE CAR CONTINUED TO ACCELERATE OUT OF CONTROL WITH HER FOOT COMPLETELY OFF THE GAS PEDAL. SHE BEGAN PRESSING ON THE BRAKE PEDAL IN AN EFFORT TO STOP THE VEHICLE, ALL THE WHILE THE CAR WAS TRYING TO ACCELERATE. LUCKILY SHE WAS ABLE TO MAINTAIN CONTROL AND MOVED OVER TO THE RIGHT LANE, THEN ONTO THE SHOULDER OF THE HIGHWAY. SHE THREW THE AUTO TRANSMISSION LEVER INTO NEUTRAL. SHE WAS THEN ABLE TO BRING THE CAR TO A STOP, EVEN WHILE THE ENGINE WAS RACING AT HIGH RPM. SHE TURNED OFF THE IGNITION AND THE ENGINE STOPPED. WE HAD THE CAR FLAT-BEDDED TO SOUTH BAY LEXUS IN TORRANCE, CALIFORNIA WHERE THEY GAVE HER A LOANER FOR THE WEEKEND AND PROMISED TO HAVE ONE OF THEIR MECHANICS DRIVE THE CAR OVER THE WEEKEND TO SEE IF THEY COULD REPEAT THE PROBLEM. ON MONDAY THEY CALLED ME AND TOLD ME THAT THEY COULD NOT FIND ANYTHING WRONG WITH IT, TELLING ME THAT MORE
10286330	LEXUS	IS250	2007	N	20090830	0	0	VEHICLE SPEED CONTROL	LAUREL	MD	JTHC K262 472	34500	I WAS NORMALLY DRIVING ON THE ROAD AND ON GOOD WEATHER CONDITIONS. MY CAR ACCELERATOR PEDAL GOT STUCK. THE CAR ACCELERATED VERY FAST AND WAS RAPIDLY APPROACHING A RED LIGHT. I QUICKLY REACTED AND WAS ABLE TO PULL BACK THE ACCELERATOR WITH MY SHOES AND HAND. *TR
10285143	LEXUS	IS250	2007	N	20090921	0	0	VEHICLE SPEED CONTROL	MILLERS CREEK	NC	JTHC K262 X75	14940	CAR SUDDENLY BEGAN ACCELERATING BY ITSELF, WOULD NOT SLOW DOWN, BRAKES WOULD NOT WORK, TACH RED-LINED, REACHED SPEED OF 110 MPH. PUSHED KILL SWITCH FOR 3 SECONDS TO CUT CAR OFF. *TR

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10291091	LEXUS	IS250	2008	Y	20091031	0	0	VEHICLE SPEED CONTROL	FREEHOL D	NJ	JTHC K262 085	9800	I WAS DRIVING MY WIFE'S LEXUS 2008 IS 250 OUT OF A PARKING LOT WHEN APPLYING MY FOOT ON THE BRAKE THE CAR ACCELERATED. I NOW SLAMMED MY FOOT ON THE BRAKES AND THE CAR CONTINUED TO ACCELERATE. THE ONLY THING THAT STOPPED MY CAR WAS THE CAR IN FRONT OF IT WITH VERY LITTLE DAMAGE. IF THE CAR WAS NOT IN FRONT OF ME I WAS ACCELERATING FASTER INTO ON COMING TRAFFIC. MY FLOOR MAT IS NOT ON THE FLOOR AS AFTER THE SAN DIEGO INCIDENT THAT WAS TOYOTA'S REASONING. WE WERE TOLD ROUGHLY A MONTH AND HALF AGO TO TAKE THE MAT OUT, WHICH I DID RIGHT AWAY. THEY CAN DENY IT ALL THEY WANT THIS CAR WAS ACCELERATING AND GETTING FASTER WHEN APPLYING THE BRAKE. THE POLICEMAN AT THE SCENE INSTRUCTED US TO NOT DRIVE THIS VEHICLE AND TO GET A LOANER WHICH WE DID. THE CAR WAS PICKED UP AND SENT TO LEXUS IN FREEHOLD. FIRST WE WERE TOLD NOTHING IS WRONG AND THEY TEST DROVE IT AND SUCH. THEY WERE KEEPING IT FOR 3 DAYS NOW THEY ARE TELLING US THEY ARE KEEPING IT FOR 3 WEEKS. THERE ARE REPORTS ALL OVER THE WEB ON THIS WITH OVER 2000 COMPLAINTS. IT IS OBVIOUS THERE IS A MAJOR DEFECT IN THEIR COMPUTER SYSTEM. THEY REALLY N
10292577	LEXUS	IS250	2006	Y	20090922	0	0	VEHICLE SPEED CONTROL	NEWBUR Y PARK	CA	JTHB K262 365	70000	TL*THE CONTACT OWNS A 2006 LEXUS IS250. WHILE THE CONTACT WAS APPROACHING A STOP SIGN WITH HIS FOOT ON THE BRAKE PEDAL, THE VEHICLE SUDDENLY ACCELERATED FORWARD WHICH CAUSED THE CONTACT TO REAR ENDED THE VEHICLE IN FRONT OF HIM. THE VEHICLE WAS TAKEN TO THE DEALER WHO INFORMED HIM TO REMOVE THE MATS FROM THE VEHICLE. THERE WERE NO PRIOR WARNINGS. THE CURRENT AND FAILURE MILEAGES WERE 70000.

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10292715	LEXUS	IS	2009	N	20090910	0	0	VEHICLE SPEED CONTROL	WOODLA ND HILLS	CA	JTHB K262 195	900	FOUR INCIDENTS OF UNINTENDED ACCELERATION. ON FOUR OCCASIONS THE 2000 LEXUS IS250 I PURCHASED ON SEPTEMBER 3, 2009 HAD UNINTENDED ACCELERATION OF UP TO 5000 RPM.. THREE TIMES THIS OCCURRED WHEN STARTING THE CAR IN PARK; THE FOURTH TIME WAS WHEN THE CAR WAS STOPPED AND IDLING. TWICE I HAD THE DEALER, THOUSAND OAKS, CA LEXUS, EXAMINE THE PROBLEM AND WAS TOLD NO DEFECT COULD BE FOUND. ON THE FOURTH OCCURRENCE I NOTICED MY FOOT WAS ON THE EDGE OF THE BRAKE PEDAL AND DEPRESSING THE ACCELERATOR SIMULTANEOUSLY. I WEAR ONLY A SIZE 9 SHOE, HAVE BEEN A LICENSED DRIVER FOR OVER 65 YEARS AND HAVE NEVER HAD ANY EXPERIENCES SUCH AS THESE. I HAVE CONCLUDED THAT EITHER THE BRAKE AND ACCELERATOR PEDALS ARE TOO CLOSE TO EACH OTHER OR THEY HAVE BEEN POSITIONED TOO FAR TO THE LEFT, THAT IS, TOO CLOSE TO THE STEERING COLUMN CAUSING ONE'S FOOT TO BE ON THE EDGE OF THE BRAKE PEDAL. SINCE UNINTENDED ACCELERATION HAS BEEN REVEALED AS A PROBLEM WITH THE LEXUS, I SHALL APPRECIATED YOUR RESPONSE TO THE PROBLEM I HAVE DESCRIBED.*TR THANK YOU.
10292738	LEXUS	IS 300	2003	N	20090317			VEHICLE SPEED CONTROL	REDOND O BEACH	CA	JTHB D192 130	18000	WAS SLOWLY PULLING INTO PARKING SPACE WHEN CAR SUDDENLY ACCELERATED FULL THROTTLE. CAR WAS CARRIED OVER PARKING BUMPER INTO BUSHES BEYOND, WITH DAMAGES TO BODY AND UNDERCARRIAGE OVER SIX THOUSAND DOLLARS. *TR